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# Leslie's

ESTABLISHED 1855



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The Schweinler Press

## Getting Ready for Halloween

THIS EDITION IS OVER 400,000 COPIES — LET THE THINKING PEOPLE RULE!

Largest Circulation of Any Ten Cent Weekly in the United States

# The All-Weather Tread

## Another Goodyear Invention

A Smooth Tread on Dry Roads—An Invincible Grip on Wet

Now comes the solution of the All-Weather tread. The tread for all wheels and all seasons.

As smooth as a plain tread on dry roads. Equally economical. Yet grasping wet roads with a most tenacious grip.

It outsells smooth treads now with users on the largest-selling tires in the world.

### Deep, Sharp-Cut Flat-Top Blocks

Safety suggests, to every motor car driver, the universal use of anti-skids.

But smooth treads were better and more economical for 90 per cent of one's driving. So many added chains on wet roads.

Now Goodyear has an anti-skid which presents a smooth tread to dry roads. The projections are broad and flat. They are regular, so they cause no vibration.

The blocks widen out so they meet at the base. Thus the strains are distributed over the fabric the same as with smooth-tread tires.

It was separate projections—centering the strain at one point in the fabric—which ruined so many anti-skids.

This All-Weather tread is an extra tread, giving double thickness. It is made of very tough rubber—toughened by a secret process—immensely wear-resisting.

The blocks are so deep—the rubber so tough—that the grips last for thousands of miles.

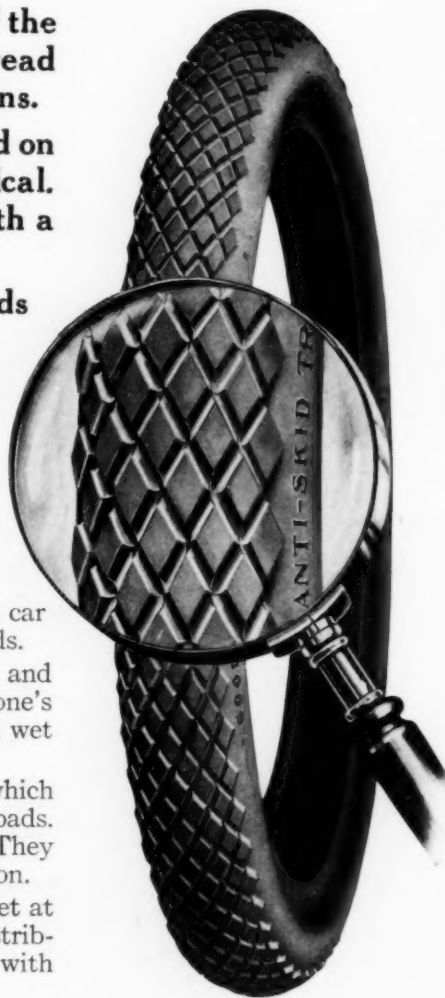
The block edges are sharp, and they stay sharp. Sharp edges alone can afford a firm grip. The edges are set at 45 degrees to face the skidding direction. Cars skid, we find, at 45 degrees.

Compare it point by point with others—its thickness, its toughness, its sharpness, its grip. Its regular projections, avoiding vibration. Its distributions of strains, its smoothness, its angles.

We don't need to argue that this tread excels any other anti-skid created.

The result is a universal tread. A smooth tread ready for any emergency. A durable tread. A cool tread, because of the swish of air.

Our sale is enormous. Men who know them will use nothing else.



Note the deep blocks, the sharp edges, the flat tops. Note the broad bases which distribute the strains. Note the perfect alignment to avoid vibration and give the smooth-tread effect.

This All-Weather tread is one of the many exclusive Goodyear features.

Here are three others—costly, vital features which no other maker offers.

These are the reasons why No-Rim-Cut tires dominate in Tiredom. After years of tests, no other tire compares with them in sales and popularity.

### Things Found Only in No-Rim-Cut Tires

We control by secrecy the only feasible way to end rim-cutting.

No-Rim-Cut tires can't rim-cut—that we guarantee. Hundreds of thousands have proved this.

With old-type tires—clincher tires—31.8 per cent are discarded for rim-cutting only. Almost one in three. That is proved by statistics gathered for us by certified public accountants.

No-Rim-Cut tires are final-cured on air bags, under actual road conditions. This is done to save wrinkles in the fabric—wrinkles which shirk the strain. They cause countless blow-outs.

This "On-Air-Cure" adds to our tire cost \$1,500 daily—just to save blow-outs for you. All other tires are vulcanized on iron cores alone.

No-Rim-Cut tires employ a patent method to prevent tread separation. It cost us \$50,000. Hundreds of large rubber rivets run down through the breaker fabric, making the tread an integral part of the tire. This adds 60 per cent to the tread hold as proved by careful tests.

Thus we combat the three greatest tire ruins, in costly ways which no one else employs. Thus we save motorists millions of dollars.

Yet No-Rim-Cut tires now cost no more than other standard tires. They used to cost one-fifth extra.

Our multiplied output and modern equipment have brought the cost down and down. And the savings all went to our users.

Go see these tires—see why they rule. One glance will show you a dozen advantages, and our dealers are everywhere.

**GOOD YEAR**  
AKRON, OHIO  
**No-Rim-Cut Tires**  
**With All-Weather Treads**

**THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO**  
TORONTO, CANADA      LONDON, ENGLAND      MEXICO CITY, MEXICO

Dealers Everywhere. Branches and Agencies in 103 Principal Cities

Write Us on Anything You Want in Rubber





# News of the Time Told in Pictures

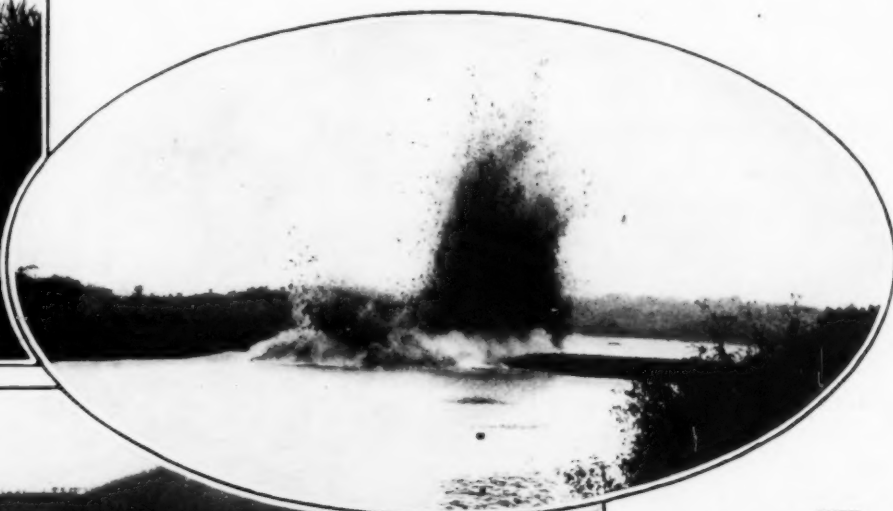
## The Atlantic and the Pacific United

The explosion of forty tons of dynamite on October 10th tore a great gap in Gamboa Dike and allowed the pent-up waters of Gatun Lake (which covers 165 square miles) to rush into Culebra Cut. The tremendous blast, which was exploded on an electric signal from President Wilson, has made a continuous waterway from the Atlantic to the Pacific.



**SAN FRANCISCO CELEBRATES THE FINISHED CANAL**

The same electric current set in motion by the President to blow up Gamboa Dike set off also a boom in the air above the Dewey monument (shown in the lower foreground) in San Francisco, and every flagpole in the city flew the national colors in honor of the occasion.



**THE LAST BARRIER REMOVED**  
The destruction of Gamboa Dike on October 10th. Culebra Cut had been partly flooded by pipes so that the great inrush of water would not cause new slides.



**THE RUSH OF WATER FROM GATUN LAKE INTO CULEBRA CUT THROUGH THE GAP IN THE DIKE**



**A STEAM LAUNCH REMOVING ISLANDS**

On the surface of the great body of water which has been formed by damming the Chagres River at Gatun and causing its waters to back up over an area of more than 100,000 acres, is the strange spectacle of islands floating in the water. These masses of loose earth covered with vegetation rose with the water and floated on the surface. Their removal from the channel is a simple matter. The launch simply gets behind and pushes.



**THE FIRST BOAT IN CULEBRA CUT**

This small rowboat, in which sit two of the men who helped make the Canal, was the first craft to pass through the opening in Gamboa Dike and navigate Culebra Cut. There is now a continuous stretch of about thirty-three miles of water in the canal proper, which extends from the great dam at Gatun (at the Atlantic end) to the gates of Pedro Miguel lock, near the Pacific end. The photograph shows a group of spectators on one of the floating islands which are now being removed from the Canal.



**THE ATLANTIC DREDGING FLEET ON ITS WAY TO CULEBRA CUT**

In the background is the channel leading in from the Atlantic, and in the foreground is one of the chambers of the lower Gatun lock. The filling of this by the waters of Gatun Lake enabled the big dredge shown in the centre of the picture to float in to the lock with a convoy of smaller craft. The gates being closed, another inrush of water lifted these boats to the next level, and a third operation brought them to the 85-foot level of Gatun Lake. The dredges are now putting the finishing touches on the channel in Culebra Cut.





### Big!

WHERE do the people like to trade? Is it in the little market or the big one? Where do they like to live? In the country or in the cities? Do they still prefer the wheelbarrow to the locomotive and the ox-cart to the automobile?



Is the rowboat better than the steamship? Is the primary school still sufficient for the children, or do we long to give them a university education? Is it the day of little or of big things?

We are for the big things, for big factories and big wages! We are for strong confidence, faith in man and sublime faith in God—joy, sunshine, happiness, fortitude and strength.

It is a big world full of big men and women with big hearts. The prophet said "Despise not the day of small things." The prophet was right. Despise nothing because it is small, but rejoice when things are great.

And let faith in humanity always be the largest thing of all, for it will be big with blessings.

### An Appreciation

A LETTER from an eminent captain of industry, the product of whose establishment is known the world over, and whose friendly relations with his employees are everywhere recognized, writes this voluntary and appreciative letter to the Editor of LESLIE'S WEEKLY:

I want to thank LESLIE'S for its broadminded constructive policies in advocating the upbuilding of American prosperity.

Your paper was probably the first so ably to take up the burning question of price maintenance and aid in illuminating the question so that it has become recognized to be the proper and righteous method of business conduct.

I want also to particularly thank LESLIE'S for its sturdy effort in pointing out the error of large advertisers in paying their money in support of publications which are continually tending to tear down and destroy the basis of prosperity, which is mutual co-operation between employee and employer. Unwarranted attacks on men in high places are the fashion of the day in a class of the press which is supported by large advertisers.

Your paper has done much to bring this situation thoughtfully before large business men and large advertisers, who are devoting to-day more thought to the mediums in which their money is expended than has ever been the case in the history of the country.

Please keep up a steady, consistent warfare on unrighteous industry and business methods, and especially laud those results obtained by the captains of industry by the efforts of whom such wonderful results are accomplished in modern industry.

The name of the writer of this letter we should be glad to give to any reader. Signs multiply of a change in public sentiment toward the muck-raker, trust buster and railroad smasher. When 13,000 employees of the Steel Corporation join in a protest against the attack on that great industrial organization, by the Federal authorities, there is significance in the movement for more conservative action on the part of our law-making authorities.

As Judge Gary, Chairman of the Steel directors says, "The public are less ready to be stampeded by demagogues. They are getting tired of corporation-baitings and senseless attacks upon capital. They are beginning to realize that their own welfare is bound up with the welfare of general business more than with the seditious demagogues."

LESLE'S will continue to follow the policy it has constantly and consistently pursued, that is, a constructive policy seeking to increase the prosperity and promote the welfare of all the people and especially the wage earners.

### Make It Unanimous!

MONTHS ago LESLIE'S urged the passage of a non-partisan bill to reform our in-elastic banking system. There is no reason why a bill of this character should be made a partisan measure. Let us be patriotic and not partisan in legislating for the welfare of the whole country.

The monetary commission pointed the way and the Wilson bill followed its suggestions in many essentials. In some it fails to meet the requirements of the situation. Let the friends of banking reform get together and pass the bill. It can be done. The best proof is the fact that prominent bankers, even those who are accused of representing that bugaboo, "the Money Trust," have endorsed the pending measure provided it can be amended in a few vital points. The effort made by Hon. A. Barton Hepburn, by Mr. Frank Vanderlip, Mr. James G. Cannon and other prominent New York bankers, to secure an agreement on the bill is convincing proof that Wall Street's financial interests are earnestly in favor of the reform.

But it will not do to make it a political measure. The bill as it stands provides for political control of our national banking system. Objection is naturally made to this feature even though the Federal board of control is to be named by the President himself. The bankers properly ask that they have something to say in reference to the matter. This request is not made by a minority, but by the overwhelming majority of the 7400 national banks.

The fact that such prominent Democratic Senators as O'Gorman of New York, Hoke Smith of Georgia, Hitchcock of Nebraska and Reed of Missouri are endeavoring to make the bill acceptable to the great business interests of the country is significant. And it is also significant that the thoughtless statement, repeatedly made at Washington, that the bankers are "plotting" to defeat the measure, has subsided.

The people of this country know their bankers. They trust them. They deal with them day by day. They have more confidence in the bankers than they have in the politicians. Our banks are not and never have been political institutions. No business man when he goes into a bank inquires as to its politics, and it would be most unjust and un-American, as Mr. Arthur Reynolds of Des Moines, Iowa, said in his address before the American Bankers' Association "that 7400 leading business institutions, representing an aggregate of \$2,000,000,000 of capital employed, accumulated and managed with unquestioned ability and integrity, should be forced against their will into a system that is under objectionable control."

All credit to the bankers of this country for their vigorous campaign of education on a subject concerning which the press and the public alike seemed ignorant. And all honor to the Senators at Washington, of both parties, who are striving to make this urgent reform a patriotic and not a partisan issue. Whether President Wilson and the Democratic party secure the honor of establishing this great reform is of little consequence. It is all-important that we should have a better banking system. But we do not want a worse one.

Ex-Senator Aldrich has rendered a great public service in pointing out clearly one of the most glaring defects of the measure, and that is that it provides for an issue of "greenbacks" as advocated for many years by Bryan. The latter's persistent and inexplicable warfare on the gold standard is a matter of record. His pride of opinion is his greatest weakness. In his speech at Indianapolis in 1893, Mr. Bryan, as reported by the press, said: "We have commenced a warfare against the gold standard and we expect to continue that warfare until there shall not be a man in this country who will dare to raise his voice in favor of the gold standard." Mr. Bryan has never denied this statement, nor has he ever retracted it.

The administration and the framers of the banking reform bill are not trying to pass a bad measure. As Mr. Hepburn says, "They simply don't understand." It is this failure to understand that has cost the people under different administrations a heavy bill of expense. The country never before has had such an educational campaign on the currency question as the bankers and business men are giving it now. We are hopeful of the result. The people should thoroughly understand that this question affects not only the banks, but also the interest of every business man and workingman. The purpose of the new law is to provide the same safeguards against recurring panics that have been established so successfully by other great nations.

This country will take no step backward in the effort to maintain its credit and its currency up to the highest standard. We have learned our lesson and the experience has been expensive. The one man who stands in the way of banking reform is the circuit rider of the Chautauquas. Let the people have honest money and a sound currency law!

And make it unanimous!

### Graft by the Million

WAS it the irony of fate that at the very hour when a Tammanyized legislature was voting for the removal of Governor Sulzer, a grand jury in Buffalo was making a terrific arraignment of Tammany's Highway Department at Albany, and indicting some of those accused of grafting. The grand jury declared that the whole system of highway administration in New York seemed to have been designed to make it



"easy to cheat the State and avoid the consequences." Contracts were let without advertising; political favorites were permitted to make unbalanced bids; titles were created by which men inexperienced in engineering could be appointed to receive the same pay as engineers of the highest qualifications.

The State of New York has been spending \$100,000,000 on its highways, and the department has been repeatedly assailed for its spendthrift methods, involving, it is said, a loss of over \$10,000,000 to the State. Whatever may be said of Governor Sulzer, it was he who exposed the iniquities of this department, and who placed at its head the present incumbent, Mr. John N. Carlisle, a man of irreproachable character and of experience in public affairs. Mr. Carlisle's prompt exposure of the previous administration of the department and his removal of some of those who had been responsible for the wrongs, stands to his lasting credit. If Governor Glynn, who takes Mr. Sulzer's place by grace of Tammany Hall, does not continue Mr. Carlisle at the head of the Highway Department, but one inference will be drawn from his action.

The new governor cannot serve two masters. If he serves Tammany Hall his shirt will be short. If he serves the people Tammany Hall may try to do to him what it did to Sulzer. Let the people rule!

### Waiting for the Verdict

ONLY a few States will hold elections for governors on November 4, 1913, while others will choose one or both branches of their legislatures or select minor State officers. In all of them there is a drift from the Progressives back to the Republican party. This is noticed particularly in New Jersey, the President's own State, and in Massachusetts, both of which choose governors. Each of these was carried by President Wilson in 1912. There is little doubt that the Bay State will be back in the Republican column this year.

While it is not safe to give too much credence to the menaces of the anti-Wilson Democrats of New Jersey, there is an opposition to him of some strength in Wilson's party in his State. Part of this revealed itself in 1911, the year of his election as governor, and its existence was altogether creditable to him. Some dissatisfaction with him has arisen, however, since he entered office, last March, and this feeling is bound to reveal itself in the voting on November 4. New Jersey is a doubtful State, and its election this year will necessarily attract national attention. The canvass cannot fail to have some influence over Wilson's political fortunes.

The coming elections will have an interest in showing, to a small degree at least, how the parties may divide in the congressional campaign of 1914. The recent special election in Maine for Congress indicates that the Republicans are regaining some of their lost ground. Expressions by Progressives in Congress in the past few months show that most of that element will be voting the regular Republican ticket next year. Recent developments in the Western States, particularly in Iowa, South Dakota, Oklahoma, Minnesota and Illinois, in which Colonel Roosevelt was particularly strong in 1912, indicate that the gap between the Republican elements in the country at large is narrowing. A very interesting political situation is just ahead of us.

### Danger!

THE Monroe doctrine has been exploited and defended by both the great political parties. "America for Americans" has been the cry. It seems that this policy and the Monroe doctrine itself are in danger. Washington advises report that when President Wilson sent Mr. Lind to Mexico and refused to recognize President Huerta, the latter was not inclined to receive Lind until the leading foreign nations were asked by us and consented to intercede in our behalf. England, Germany and France were willing to respond to this appeal because they saw in it an opportunity to weaken the Monroe doctrine.

Next came the report that foreign battleships were on their way to Mexico. Then followed an urgent suggestion by the New York Herald, which has always led the American press in its handling of international questions, that President Wilson should summon the representatives of the great powers for a conference on the Mexican situation. Whether this would be regarded as an abandonment of the Monroe doctrine remains to be seen. A friendly conference on a question affecting the Mexican republic would be different from intervention in the affairs of a sister republic. Some Americans are advocating the abandonment of the Monroe doctrine, our eloquent friend Colonel Henry Watterson among the rest.

In a matter of such grave importance we should proceed with great caution. The eyes of all Europe are fixed on the inviting commercial field which the American continent presents. It is a curious fact that this discussion of the permanency of the Monroe doctrine comes at the very time when the opening of the Panama Canal is expected to give the United States a special advantage in securing the trade of the South American republics.



### Illinois Will Celebrate

ILLINOIS, which, in 1918, celebrates the centennial of its admission to Statehood, starts out in its observances by a celebration, on November 19, 1913, of the fiftieth anniversary of Lincoln's address at the Gettysburg battlefield. Then and later that address by the martyr president attracted more attention than anything which was said by anybody else during the whole of the Civil War. When it was delivered, in November, 1863, the war was in its critical stage, and the triumph of the Union cause was still in doubt.

"Illinois must take the proper steps for a state-wide observance of the Gettysburg semi-centennial," says Governor Dunne. "The prestige of the State demands an adequate celebration, and I shall do all in my power to further it." Says former Governor Yates: "Every school in Illinois should set aside Wednesday, November 19, 1913, for celebrating the fiftieth anniversary of Lincoln's Gettysburg Address, and the other States should also have some sort of an observance of the day."

A little more than half of the States, including New York, have made the Lincoln birthday anniversary on February 12 a holiday, and while very little time is left for preparation, enough is available to permit a creditable observance in each of them on November 19. Particularly should due recognition of the day be given by the schools. Incidentally it is a matter of interest for the country at large that Illinois will soon have the hundredth anniversary of its creation. While Illinois is the twenty-first on the roll of States in age, it is the third in population. It is one of the most alert and progressive of all the commonwealths.



### The Plain Truth

NIX! There never was a greater injustice than to say to the creator of a great industry "Your profits are too large. You are doing so much business at home that you are exporting your surplus. You do not need protection. We will cut down your profits. You are making too much." Is prosperity an evidence of wrong-doing? What would the workman do if his employer should say to him "I think I will reduce your wages? I see that you own a house and have a nice account in the savings bank. You are too prosperous. You must work a little harder. It will be better for you. You need a new freedom. That is the way to get it." Nix!

PANKHURST! The arrival in this country of Mrs. Pankhurst, the chief of the so-called "bashi-bazoukesses" of England, need occasion no alarm. She has come to lecture, not to incite American women to the violent measures used to stir up the British Isles, and she is pledged to return home when her engagements are concluded. She could, of course, have been excluded on technical grounds, but such drastic action would have been out of keeping with the dignity of the American government and would have smacked of persecution. Mrs. Pankhurst is not conducting a political campaign, but a campaign of education; admittance to her lectures is not free and if the American people wish to pay for the privilege of hearing her talk, that is their business. The "moral turpitude" charged against her is purely a legal phrase. Everybody knows that

Mrs. Pankhurst is a woman of character and strong convictions, fighting in England for a desperate cause. She is not a criminal and should be gladly welcomed into a country which recently made no effort to keep out another foreign woman who crossed the ocean in the same cabin with a man to whom, she unblushingly admitted, she was not married.



BILLION! What does \$1,000,000,000 mean? Simply that it will take this astounding amount of money for the railroads to make the safety changes which the public demands shall be made. It is estimated that nearly \$700,000,000 will be required to replace wooden cars with steel ones, and nearly \$300,000,000 to fit the railroads with suitable and most up-to-date signal systems. In other words, the railroads will need the fabulous sum of one billion dollars just to inaugurate these two reforms which the public wants and which ought to be accomplished in the interest of public safety. In addition to this there is the growing demand for better tracks, bridges, stations, grade separation, etc. Does not this furnish good ground for an increase of rates by the railroads? The public which demands the changes ought to be willing to help pay for them. Those shippers who take a broadminded view of matters recognize that increased rates are the only salvation for the railroads, and that with the increased prosperity which will thus come to the railroads all business will be benefited. Such is the attitude of President Simmons of the Simmons Hardware Company, probably the biggest shipper of freight in the country. This should be the position of every business man who believes in fair play for the railroads and in the general prosperity of the country.

OVERDONE! The fight in New York City this fall is for municipal reform, for economy and efficiency, for greater return for the taxpayers' money. If it is won against Tammany it will be won on this issue. The Fusionists should bear this fact in mind. Some of their leaders seem to make it a battle of personalities. Judge McCall, who is running on the so-called Tammany ticket, is made the special target of vituperation. It is not surprising that he resents this with great bitterness, nor is it surprising that many of his friends who were inclined to support the Fusion ticket have been and are being driven away from it. They have known Judge McCall for many years, as boy and man, and have a high estimate of his character in private and in public life. That he has many friends is undeniable, and he has them in both parties. The Fusion ticket has its weaknesses as well as its strength. We have believed that it should be elected because we think, on the whole, it is better than that of Tammany Hall. It would be elected beyond question if District Attorney Whitman were at its head. It may be elected as it is. If so, it will be in spite of some very mischievous and foolish blunders that its managers are making.

THANKSGIVING! A "church day" is needed in this country, a call from the spirit of unrest to the spirit of reason, from disquiet to peace, from anarchy to altruism. The Rev. Charlton Bates Strayer's interesting article on this subject in this issue of LESLIE'S is well worth reading. We are interested to know what our readers think about it. What would happen to this great world, if, on a chosen day, the members of every church and synagogue marched forth to summon the people in the parks, on street corners and everywhere, to listen to the voice of reason for a minute or two? In this age of disquiet, distrust and suspicion, the call to duty is clear. It calls in trumpet tones to those who believe in a Divine Providence and who have no sympathy in the latest outcry "No God, no master." And while we are waiting for a "church day," would it not be well to think of a proper celebration of the approaching Thanksgiving? Why not this year a real day of sober thought, of fasting and prayer? No riotous Thanksgiving, but an hour of silence all over the land, when every car should halt, every implement be stilled and every human voice hushed for a moment of reverent thought or silent prayer? In that hour let every church be open and at the close of the service let the people praise God from whom all blessings flow.

## Heroic Figures in the Terrible "Vultarno" Disaster



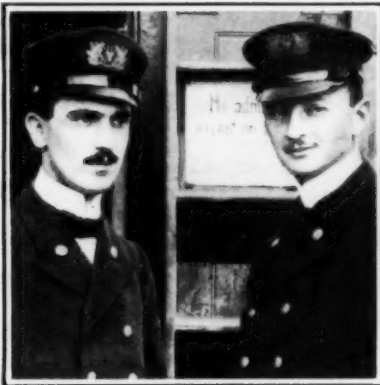
CAPTAIN INCH

The commander of the burning steamer fought the fire and maintained discipline like a veteran. Though temporarily blinded by the heat, he worked to the end and, with his dog, was the last to leave the blazing hulk.



DUESSELMANN AND LLOYD

Lloyd, the big Second Officer of the "Vultarno," risked his life again and again, and finally passed to the "Grosser Kurfuerst" in a life-boat, to prove that boats could live in that sea. Third Officer Duesselmann also worked with conspicuous heroism.



THE WIRELESS MEN

The two Marconi operators on the "Vultarno" whose "S.O.S." signal brought the ten rescuing ships, and who remained at their post, amid the intense heat and smoke, until their aerial finally fell and made further communication impossible.



BRAVE OFFICER LOST

Chief Officer Miller, of the "Vultarno," who was in charge of that vessel's first life-boat, which was launched in a raging sea before the rescuers came. The boat was lost with all on board.



A GERMAN HERO  
Captain Spangenberg, of the "Grosser Kurfuerst," which saved 105 of the "Vultarno's" passengers. He stood on the bridge for eighteen hours, directing the rescue work.



WOMEN AND CHILDREN OF THE "VULTARNO" RESCUED BY THE "KROONLAND"  
The "Kroonland's" boats rescued nearly a hundred passengers at great risk and had the honor of taking off, in the last boat, Captain Inch and the heroic Chief Engineer.



SAVED 34 LIVES  
Second Officer Bremer, of the "Grosser Kurfuerst," who braved the sea for hours in heroic efforts to save the "Vultarno's" passengers as fast as they could be persuaded to jump overboard.



"Grosser Kurfuerst"

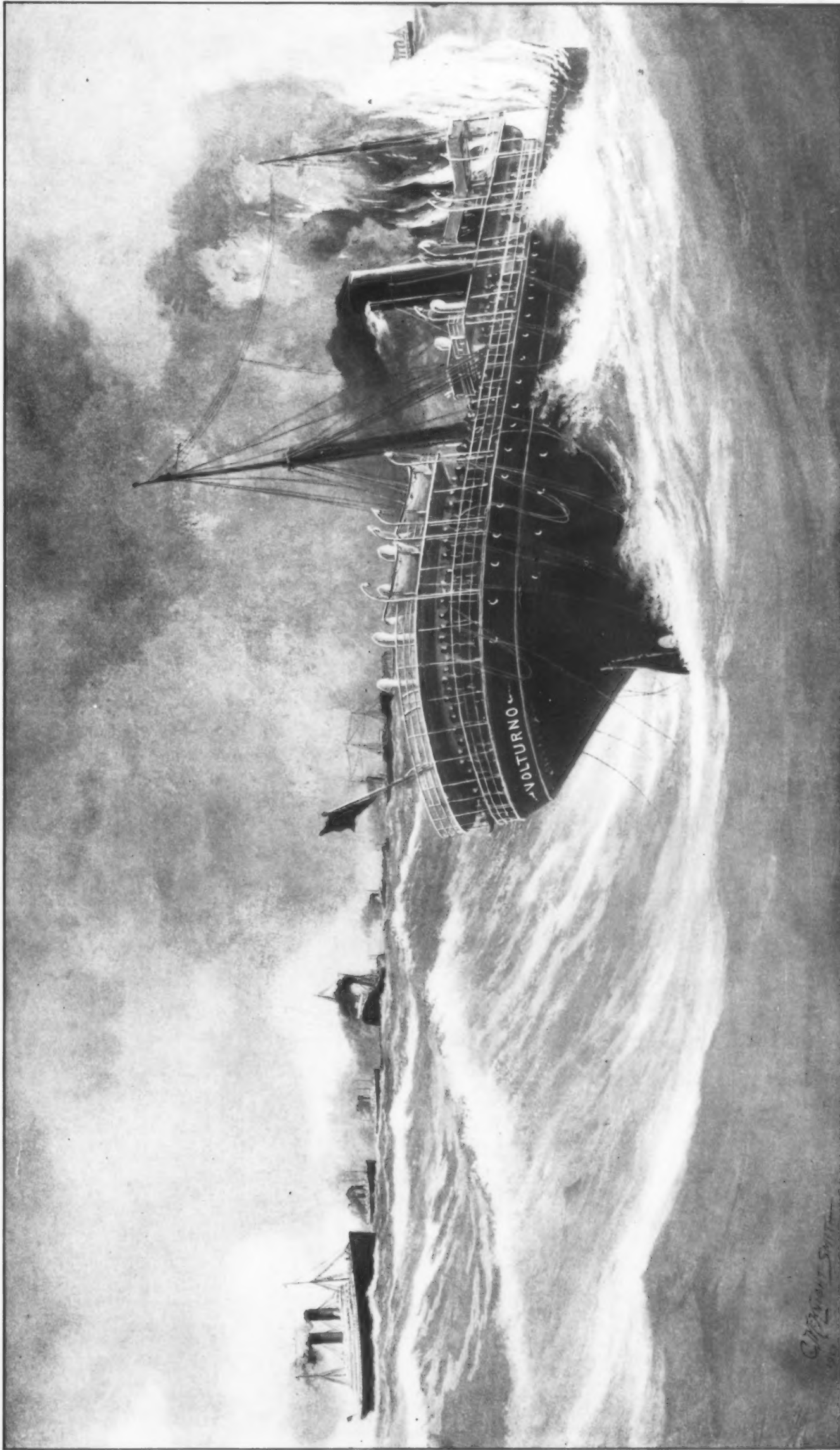
"La Touraine"  
"Happahamock"

"Sedlitz"  
"Naragansett"

"Minneapolis"

"Kronland"

"Carmania"



THE SWIFT ANSWER TO THE CALL OF THE SEA—THE RESCUING FLEET WHICH RESPONDED TO THE "S. O. S." FROM THE "VOLTURNO'S" WIRELESS  
A drawing made especially for LESLIE'S by the celebrated marine artist C. McKnight Smith, showing the ten steamers which rushed to the aid of the "Volturmo." This is the third great triumph of wireless telegraphy on the high seas. The first was on January 23, 1909, when the "Republic" and the "Florida" collided near the Nantucket Lightship. Within ten minutes the "Baltic" knew of the disaster and all but eight of the passengers were rescued. The second triumph was when the "Titanic" was lost about a year and a half ago. The 705 lives saved from that wreck would have been lost but for the wireless call which reached the "Carpathia" in time to pick up the survivors.

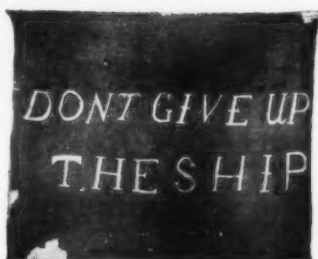
C. McKnight Smith



## "THE BIG SWITCH"

Drawn for Leslie's by E. W. Kemble





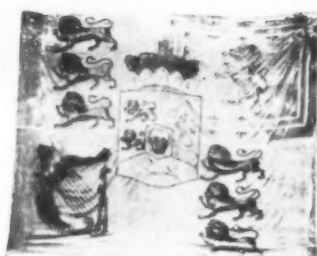
**PERRY'S BATTLE-FLAG**  
It was hoisted at the mast-head of the flagship "Lawrence," in the battle of Lake Erie, Sept. 10, 1813, and bears the last words of Captain James Lawrence, who had been mortally wounded in the fight between the "Chesapeake" and the "Shannon."

# Preserving the Navy's Historic Flags

Priceless Relics of Daring Fights Saved from Destruction  
by a Woman's Needlework

Written for Leslie's by Mrs. C. R. MILLER

Photographs by Armstrong

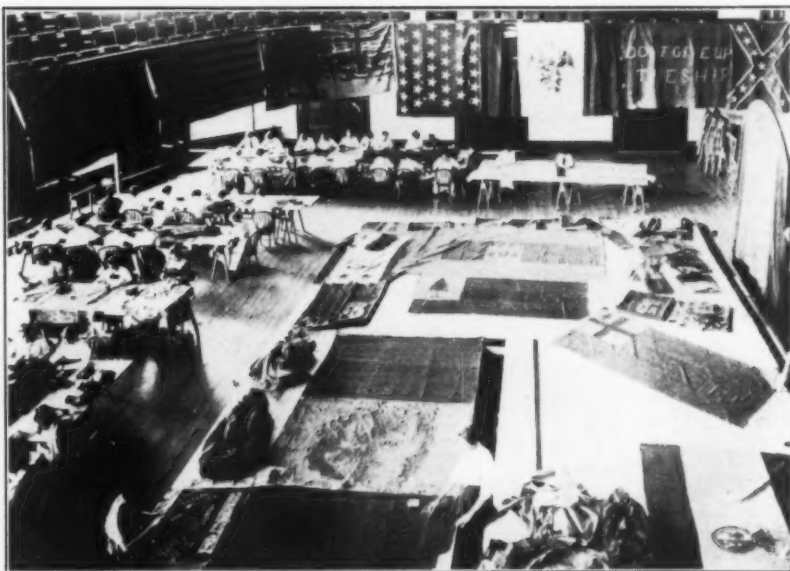


**A BRITISH ROYAL STANDARD**  
The largest trophy in the Navy's collection, being 30 feet long and 24 feet wide. It was captured at York (now Toronto) on April 27, 1813, by the combined forces of Commodore Isaac Chauncey and General Zebulon Pike, when the Americans took the city.

CONGRESS in 1814 authorized the Secretary of the Navy to collect all foreign flags captured by the Navy, and in 1849 President Polk turned the collection over to the Naval Academy. Commander George U. Upshur, who was then the Commandant, had the trophies carefully folded and put away in boxes. From time to time other flags were sent to the Academy only to meet with the same fate. In June, 1887, a number of the flags were put in cases but no special effort was made to keep the cases sealed. In 1900, when Rear Admiral Howard came on duty at the Naval Academy, he discovered that the precious relics were deteriorating rapidly and had them repacked with moth balls in old powder cans. More than 150 flags, banners, etc., were known to be stowed away.

The various patriotic societies of the country became interested and considered the advisability of asking Congress to make an appropriation which would lead to a better preservation of the emblems, but no action was taken until Commander W. C. Cole was assigned to duty at the Academy. He became the chairman of the Committee on Memorials at the Naval School and one of his first duties was to make an examination of the flags. Congress had made a small appropriation—about \$3,000—for "the preservation of the flags kept at the Naval Academy," but when Commander Cole opened the boxes he found many of them moth-eaten and in tatters. He at once began a correspondence with Mrs. Amelia Fowler, who had done some remarkable work in the preservation of the State flags of Massachusetts.

Mrs. Fowler came to Annapolis and the two made a careful estimate of the cost of preserving those stored at Annapolis. The small sum appropriated was found to be totally inadequate for the work, so Commander Cole set about to secure an extra allowance. Representative A. L. Bates, a member of the House Naval Committee, introduced a bill in the House of Representatives appropriating \$30,000 for the work of preservation. Senator Penrose, of Pennsylvania, introduced a duplicate bill in the Senate. To prove how necessary it was that the measure be rushed if the flags



**NEEDLEWOMEN AT WORK ON THE PRICELESS RELICS**  
The auditorium of the Academic Building of the U. S. Naval Academy at Annapolis, which was used as a workroom for the preservation of the trophies of the nation's daring seamen.



**MRS. AMELIA FOWLER**  
The Boston lady whose skill in scientific embroidery led to her selection for this delicate task of restoring the Navy's battle-flags.

Mrs. Fowler putting the tiny scraps in their proper places was like watching somebody work out an intricate picture puzzle. The ravages of moths had made many gaps between the pieces; these were not filled in, for the work was one of preservation and not of restoration with new material. When each part was in its proper place, the whole thing was fastened to the table with tape and thumb-screws forming six-inch squares. The first week was devoted by Mrs. Fowler to instructing her assistants in the intricate stitches that were to be used in getting the bunting to set smoothly to the linen, for although the stitch used dates back to the early Egyptians it is by no means a common one in present-day embroidery. Looking down from the gallery, the place reminded one of an old-fashioned quilting party on a grand scale.

After the work was laid off, each of the squares was numbered and a card bearing the number placed upon it. Certain girls were assigned to the different blocks and by this method Mrs. Fowler could easily learn exactly who was doing the best work. The stitch used literally quilted the



**A DRAGON FLAG**  
A Korean flag captured July 11, 1871, by Private Halpin, a marine on the U. S. S. "Colorado," in a minor conflict in Far Eastern waters.



**A KOREAN GENERALISSIMO FLAG**  
It was captured June 11, 1871, and the man shown in the picture (Private Purvis, formerly a marine on the "Alaska") assisted in taking it.



**A MEXICAN TROPHY**  
It was captured at Mazatlan, Mexico, on Nov. 11, 1847, by a naval landing party of 600 Americans. The town was then garrisoned by the Navy.



**FROM THE SPANIARDS**  
A group of flags captured during the Spanish-American War and kept together in a hermetically sealed case, in the Academic Building of the Naval Academy.



**A BOXER TROPHY**  
A Chinese artillery flag taken from the Boxers during the siege of the Legations in Peking, July 12, 1900. It was captured by Joseph Mitchell, first-class gunner's mate.

were to be saved, Commander Cole appeared before the Committee, bringing the remnants of one of the most historic flags. It was so moth-eaten that the men would have been unable to tell to what country it belonged had not Commander Cole fitted parts of it together. He assured them that Mrs. Fowler could do the work if they would provide the money necessary for the material and labor. Admiral Dewey and General Horace Porter were both eager for the passage of the bill. It was finally passed and approved by the President on April 8, 1912.

Mrs. Fowler was immediately put in charge of the work but it was several months before she could get down to the actual repairing of the flags; a certain kind of linen had to be used for their backing and this had to be imported. It is material of the same type as was used in some tapestries made nearly a thousand years ago by the wife of the Duke of Normandy and which, although they have been on exhibition at various places, are still in perfect condition. These tapestries are known at present as the Bayeux tapestries.

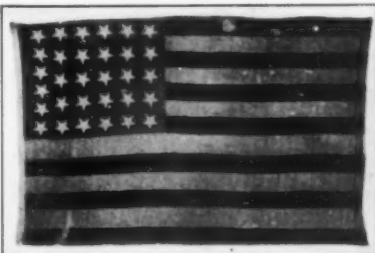
As this linen had to be specially woven some little time was required, and twelve hundred yards of this material was imported at the cost of \$1,500. It is a rather heavy linen in the natural shade. It is impossible to tear it, and even a single thread of it will cut through the skin of one's hand before it can be broken. Then, too, it was necessary to have special colors, so a dyer was engaged. This man spent days, even

bunting to the linen, presenting meshes about a quarter of an inch square. When there was a gap in the flag the mesh netting covered the space. When a row of squares had been completed, they were rolled up at one end on a heavy roller which had been arranged under the table; and as each flag was entirely finished it was numbered, rolled up and set in a corner of the room ready to be put in one of the cases or to be stretched on the ceiling of the auditorium, where several of the flags are to remain permanently. The others are to be put into hermetically sealed cases, closed with glass to keep out the moths. Being draped, only one side of the flag is presented, consequently the linen backing does not show. There is a certain amount of strain on the material when flags are draped in this fashion, and the linen used was thoroughly tested as to this, so, taken all in all, there seems to be no reason why these flags have not been preserved for all time.

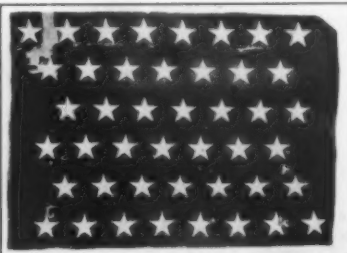
A number of the flags captured are embroidered, and in the preservation of these a large amount of hand embroidery was necessary. Part of this was done by Mrs. Fowler herself, assisted by her daughter, a pretty young girl still in her teens. Miss Fowler seemed quite as much interested in the work as was her gifted mother.

Mrs. Fowler's work was unique. She is a woman of gentle birth and breeding, who as a girl took up scientific embroidery as a pastime and later as a profession. For a number of years flag embroidery and flag preservation have kept her busy. Perhaps her

(Continued on page 429.)



**OUR FIRST FLAG IN JAPAN**  
Ensign hoisted by Commodore Perry on July 14, 1853, in his negotiations which led to the opening of Japanese ports to the outside world.



**A RELIC FROM THE U. S. S. "MAINE"**  
The Union Jack recovered from the battleship "Maine," which was blown up in the harbor of Havana on February 15, 1898.

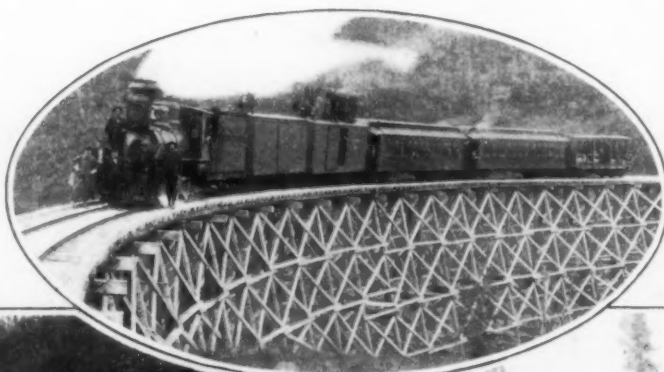
# "Let the Musher Mush!"

By EDGAR ALLEN FORBES

(The fourth article of a series covering an 8,000-mile tour of Alaska, from Seattle to the Bering Strait, made exclusively for LESLIE'S by a staff editor. The next article will be: "Making it Hot for the Homesteader.")

"MUSH" is one of the picturesque words that have drifted into the American vocabulary from the Land of the Great White Silence, along with "sourdough" (a pioneer), "cheechahko" (a newcomer), "rough-neck," "Siwash" and a string of swear-words which condemn a man to depths of infamy and contempt quite unknown to those who live under the electric lights.

A "musher" is one who "mushes," and "mush!" is what you say to your dogs when you want them to move on; by extension it means "hit the trail any way you can"—dog-



OUR "EARTH-EST NORTH" TRAIN

A scene on the Tanana Valley Railroad near Fairbanks, which is one of the few Alaskan roads still in operation. Note the fine wooden bridge.

a people's feet in paths that he prepared." He expected the railroad to follow him, as it has followed the trail of every other American pioneer and as it has followed his Canadian brother from sea to sea and into the frozen wastes all the way up to Hudson Bay. But the railroad does not follow, because the American's government will not make it possible; "let the musher mush!" is the country's message to Alaska. Washington has not only refused to build railroads but has so handicapped every other railroad builder that the longest line in Alaska to-day is only 195 miles,



"MUSHERS" DE LUXE, ON A WINTER TRAIL

Two dog-teams of malemute "huskies" hauling supplies over a good road. This is the simplest and easiest method of transportation in the interior of Alaska and is used in winter by the Wells Fargo Express Co. and for the United States mail.



"MUSHERS" GOING IN WITH THEIR WINTER'S SUPPLIES

One of the ingenious vehicles contrived by the Alaskan prospector in his efforts to overcome the lack of transportation facilities. The crude truck is drawn by dogs and pushed by hand. On rough ground it is heart-breaking work for both men and dogs.

team, wheelbarrow, truck, or with your pack on your back. This "musher" is the empire-builder of the frozen Northland; he it is who discovered the rich gold strikes, blazed the trails across uncharted mountain ranges, built the log-cabin towns along the Yukon, and really put Alaska on the map of the United States.

The terrible hardships of the men who have done all this cannot be appreciated by those who think of the "musher" merely as one who travels around on foot or with a pack-mule. I am something of a footman myself,

for I have traveled afoot under many skies; but even the merciless jungle trail in the unforgettable heat of an equatorial sun is a pleasure jaunt in comparison with the hardships of the Alaskan "musher." His is the loneliest, most pitiless path that the pioneer treads to-day; "no spot on the map in so short a space has hustled more souls to hell."

This hardy pioneer, the fittest of the fit, is still holding grimly to the land which his heroism conquered. There he has built his little home and sat him down to "await

and there are three that stopped short of ten miles. Worse yet; most of the few locomotives and cars imported into Alaska with such expense and difficulty are rusting out their lives because Congress has virtually legislated them out of business.

Fairbanks, for instance, is the largest and most prosperous town in Alaska, and it has contributed enormously to the national wealth. If you have the misfortune to live there under present conditions and wish to leave before the

(Continued on page 428)

## Why Not a Nation-Wide "Church Day"?

Written for Leslie's by the REV. CHARLTON BATES STRAYER

EDITOR'S NOTE.—To combat the growing evils of socialism and anarchy, LESLIE'S has long had it in mind to suggest to Christian people everywhere the idea of establishing a "CHURCH DAY," on which laymen as well as ministers would go out into the streets and other public places and speak the message of the Church to the masses. The idea has commended itself to a number of ministers and the Editor has asked one of them, the Rev. Charlton Bates Strayer, to present the idea in concrete form. We shall be glad to hear from others on the subject, especially from the religious press of all denominations.



REV. CHARLTON BATES STRAYER

WHY do our churches have but a handful of worshippers? Here and there a church may be crowded, a larger number may be fairly well filled, but in thousands of churches more seats are vacant than are occupied. Ministers are devoting their study hour from Sunday to Sunday preparing to speak to dozens where they ought to reach hundreds. From a business point of view, this seems like a waste of time.

Aside from its discouraging effect on the ministry, the church isn't getting results commensurate with its investment. This being the condition, ought not something be done to change it? If the present church program does not appeal to the people, or gather the crowd, ought not radical departures to be made in order to reach them? If people won't come to the church, ought not the church to go to the people?

The multitudes are not being left without some sort of instruction or advice, even though they don't get it at church. The penny newspaper, too often with a distorted view of life, reaches every individual. There may be lack of discrimination in what is read, but the people are reading to-day as never before. By the human voice, as well as by the printed page, multitudes are being reached. With the avalanche of printed matter upon us, spoken utterance still holds its fascination and grip. On street corner, in public square, in hall and assembly room, people meet to be harangued by demagogues, or to debate in more serious fashion the practical problems of life. Needless to say, the people who constitute these gatherings are not found at service Sunday mornings. Their attitude toward the church is either one of indifference or contempt. Yet of

all men, these are the ones who ought to be reached with the message committed to the church.

Why not have a "CHURCH DAY," at which time the ministers and well-informed and consecrated men of the churches throughout the land shall go out upon the streets and address the people? The church, or rather organizations affiliated with it, is doing some work of this kind, but it is mainly along the lines of evangelism. A conspicuous instance of successful meetings of this sort is the series of gospel meetings held at Brighton Beach the past season. The series was financed mainly by Mr. W. E. Stephens, a business man, an exponent of aggressive Christianity who believes in carrying the message to the masses wherever they congregate. Held only on Saturdays and Sundays from 5 to 7 P. M., these meetings attained the phenomenal attendance of 15,649 on August 31st. Evangelistic committees in many cities are doing the same sort of work.

Evangelism is not the only note that needs to be struck. The suggestion would include the whole range of topics—civic, social and economic—about which men are inquiring today. Not only so, but it would make every church a center from which speakers would go out. Inaugurated on a certain Sunday, to be known as "CHURCH DAY," the plan could be continued as often and at whatever intervals experience would seem to justify.

The church already has a Labor Sunday, a Peace Sunday, a Prison Sunday, a Tuberculosis Sunday, a Purity Sunday, and so on. But these touch only a limited range of topics and, in discussing them, the church at present reaches only those who choose to attend its service. With their shibboleth, "No God, No Master," agitators of the Industrial Workers of the World are influencing unskilled laborers by the thousands. The current socialism, largely atheistic also, preaches a doctrine of hatred and class war to reach ends that seem good. With all government, human and divine, being attacked upon every street corner, the church cannot afford to keep silent. What it needs is a "CHURCH DAY."

The church does not hold to the existing order as being perfect or no longer in need of amendment. Its mission in the world is to bring in the Kingdom of God, and it well knows that the Kingdom has not fully come. There are industrial wrongs which need to be righted and the church

is interested in seeing that this is done. But the accomplishment of these ends does not involve the destruction of all rights and private property. There are social evils likewise which endanger the future of the race and upon these the church should be heard in no uncertain voice. Still another phase of the problem with which religion must deal is the political corruption everywhere apparent; but, because some officials and some city conditions are imperfect, the church cannot countenance the destruction of all government.

Socialism, through its preaching of brotherhood, is leading astray many good people who do not realize that socialism, at least in its aggressive form, is opposed to religion and the Christian conception of the home. The church, too, proclaims brotherhood, but holds that it is to be obtained through a gospel of love, not through the class hatred inspired by that ever-growing group of Socialists whose doctrines readily merge into anarchism. In the interests of maintaining faith in God and preserving the institutions of society and government, which have with so great pains and after so many centuries of struggle been built up, the church should be prepared to face all these issues. The method we suggest is that of open-air gatherings, the plan by which current doctrines dangerous to religion, the state, and organized society, have been so successfully spread. In this movement the Roman Catholic Church might well unite with all Protestant denominations. The cause is a common one—the discussion and solving of the common problems of life in such a way as to preserve faith in God and the established institution of our Christian civilization.

The church must set itself to the task of stemming the tide before society is overwhelmed. Let it get out upon the streets, meet the people face to face and, reasoning man-fashion with them, convince them that the Bible has a message for the hour, and that the civic, social and economic problems of our modern life will never be solved aright except in harmony with the principles of the Kingdom of God laid down in the Scriptures. A great task is laid at the door of the church. To meet it, the church must pull itself out of the rut. New paths must be blazed.

Will pulpit and pew rise to the opportunity? The price may be heavy, but the prize is worth the price.



# PEOPLE TALKED ABOUT



## A CHARMING GERMAN PRINCESS

The Crown Princess Cecilie of Germany made a three-days' trip to the English coast and around the Isle of Wight on the North German Lloyd S. S. "Kronprinzessin Cecilie," which was named in her honor. The Crown Princess celebrated her twenty-seventh birthday on board; on returning to Bremerhaven she was welcomed by a great many people, among whom were the passengers on the "George Washington" bound for New York.

## DIE DEUTSCHEN KRONPRINZESSIN CECILIE

Die deutsche Kronprinzessin Cecilie machte auf dem Norddeutschen Lloyd Dampfer "Kronprinzessin Cecilie"; welcher ihr zu Ehren benannt wurde eine dreitägige Reise nach der englischen Küste und um die "Isle of Wight." Die Kronprinzessin beging ihren 27sten Geburtstag an Bord desselben. Am 20sten September nach Bremerhaven zurückgekehrt, wurde sie von einer grossen Volksmenge, unter welcher sich die Passagiere des eben nach New York abfahrenden Dampfers "George Washington" befanden, freudig bewillkommet.



## THE PRESIDENT REVIEWS THE CAVALRY

Three regiments of cavalry (about 4,000 men) were recently paraded before the President at Washington, after their maneuvers at Winchester, Va. It is said to have been the largest body of cavalry in the capital since the close of the Civil War. The magnificent body of mounted men was reviewed in Washington by the President, who had on his right Secretary of War Garrison and on his left Major-General Leonard Wood, Chief of Staff of the Army. It has for a long time been the custom to distribute the cavalry over the country in small detachments and it was therefore unusual to assemble three full regiments.



## THREE GENERATIONS OF NAVAJOS

A photograph of Navajo women made in the camp of the American Lumber Co. near Thereau, New Mexico. The grandmother in the center is 65 years of age and the granddaughter (on the right) is 16. The woman in white is the girl's mother. The Navajos of today are closely associated with the Zuni Indians and other pueblo-dwellers, but they live in circular houses and not in the "desert skyscrapers" which are associated with the Pueblo tribes. Some of them are highly intelligent and are especially skillful in blanket-weaving and in silver work. The Navajo Indians have a well-developed clan system, with descent in the female line, but their councils are composed mainly of the old men of the tribe.



## A NEBRASKA BEAUTY

Miss Elizabeth Congdon, who was recently elected queen of the Knights of Ak-Sar-Ben, in connection with the fall festival which was held the last week in September. The Ak-Sar-Ben ("Nebraska" spelled backward) is an organization of Omaha business men who hold their festival annually.



## A PERFECT BABY

James J. Henrichsen Jr., who scored 1,000 points in a baby contest at the Park County Fair, Wash., with eight judges on the bench. He is 10½ months old, weighs 21½ pounds, is 30 inches high, and can both talk and walk. His circumference of head is 18.5 inches; of chest, 19.5; of abdomen 18.5. His home is in Vancouver, Wash.



## A SELF-MADE MAN

Honorable Andrew R. Brodbeck, new Democratic Congressman from the Twentieth District of Pennsylvania, who began his business life as errand boy in a country store. He is now the big man of Hanover, where he lives, and it was his popularity there which sent him to Congress.



## A JOURNALIST-LECTURER

Hugh O'Donnell, formerly business manager of the "Philadelphia Press," who has exchanged "the art preservative" for the lecture platform. He is now delivering an instructive series of travel lectures in connection with the Carnegie Lyceum.



## YUAN SHIH-KAI RE-ELECTED

The shrewd Chinese statesman who has just been elected the first regular President of China for a term of five years. He was chosen by a two-thirds majority of the members of the two houses of the Chinese Parliament, which number 850 members. He had been the Provisional President since the retirement of Dr. Sun-Yat-Sen.



## OCTOGENARIANS OF MONROE COUNTY, PA., IN THEIR FIRST ANNUAL REUNION ON OCTOBER 10th.

Prominent among the guests was Mr. Macager Weiss, whose age is said to be 112 years and who lives at Beaverbrook, N. Y. (He is seated exactly in the center of the first row.) All of the men in the picture have passed the 80 mark and a number of them are close to ninety. Their average age is said to be 88½ years.



MR. ELISHA FLAGG  
One of "The Three Tenderfeet."

# Adventures of Three Tenderfeet

Written for Leslie's by ELISHA FLAGG  
Illustrated with drawings by JAMES MONTGOMERY FLAGG

VI

## Lost—Three Tenderfeet



MR. JAMES MONTGOMERY FLAGG  
The Author's Son.

If you have never been actually lost to your nearest friends, you may read what is coming with more or less indifference; but if you have ever strayed—or possibly been stolen—my short and losing experience with two friends may be sympathetically understood by you. It may have been sent me as a warning never to shoot another antelope—or tease another jack-rabbit, that "narrow-gauge mule" of the plains! Some people say so. However, I will leave it as unsettled and relate the incident.

Baker, Wells and myself, three enterprising spirits on Brodd's ranch where we were all "guesting" at the time, one bright, sunny and hot morning, understanding from the man-cook (a luxury, by the way) that we were short on venison as well as rabbit-pie, decided to make a venture with our guns and attain glory and meat at the same time. The ranch was situated in a hollow so that after any one was about one-eighth of a mile from it, it had completely disappeared from view. We had, or thought we had, a pretty fair idea of the points of the compass and of the direction we were moving in when we left that morning. We were keeping close to the trail which led to the next ranch about ten miles away, and felt we were quite safe and sure of our way for returning, as long as this plan was followed. We had been out only about half an hour or so when one of us sighted a solitary antelope some four or five hundred yards away, and, as a couple of jacks sprang up a little to the left, but nearer, we divided forces. The antelope-man crawling as close to the ground as possible when in view, and running when in a gully, was drawing in well when evidently a puff of wind carried far enough to give the antelope his necessary warning that a man was near. He was away for a hundred feet or so, stopping, then looking back at us, and then away again out of sight.

In the meantime, Messrs. Jack and Jill had likewise sighted us and, making use of their powerful kangaroo back legs, disappeared before a rifle could be fired. These two diversions were the undoing of the hunters three, for when they came together they were more than annoyed and alarmed to find that the trail had likewise vamoosed!

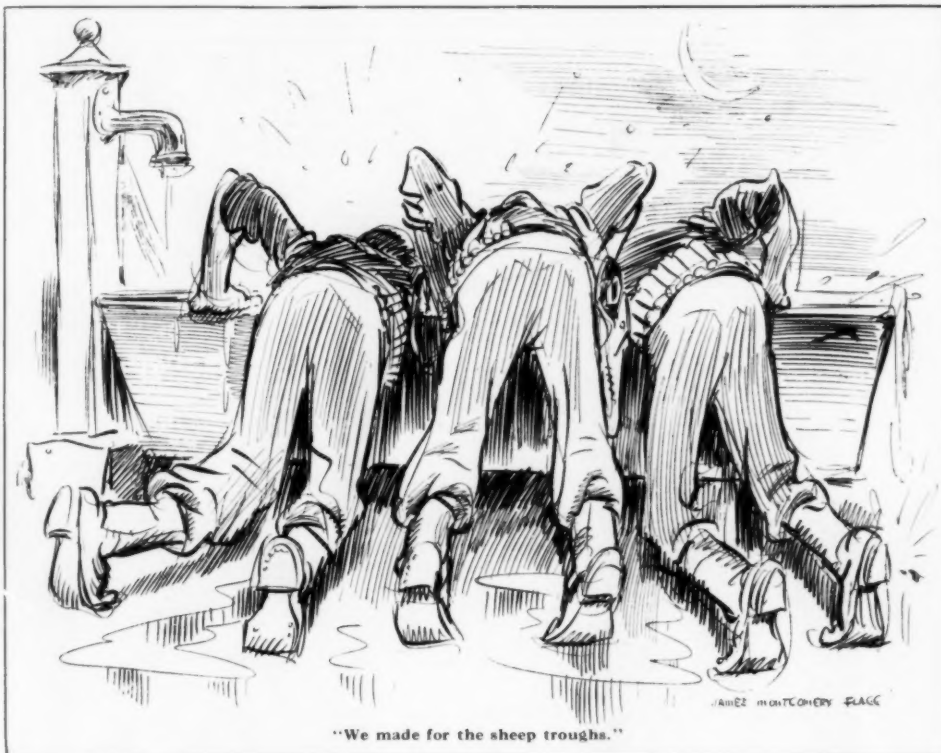
Then began a real hunt, by separating. Each going in a different direction, keeping within sight of one another, we hurriedly searched for that elusive trail, but it had evidently loped off to the Rocky Mountains, as far as our being fortunate enough in locating it was concerned. Hunt as we pleased, and as we certainly did with energy, we were obliged at last to give it up, and, after a consultation of whys and wherefores and calculations of about how we should face for a return march in the direction of the ranch, we began a walk which as it grew became more serious and more alarming! The sun meanwhile insisted on accompanying us and making its presence a good deal more than felt. It may be well to inform you at this point that the usual temperature in July on the plains averages about 110° on the shady sides of ranch buildings or possibly under a cottonwood tree on the bank of some dry river. We were, therefore, getting quite warmed up to our work, which would have been fine on a late fall or on an early spring morning, but not in mid-summer!

Well, after what seemed several miles of this kind of hunting, we came to the unanimous conclusion that we were actually lost and that we must be walking in a circle, as we seemed to see the same cactus at different points that we had seen long before. We likewise saw, or thought we did, the identical pair of jack-rabbits go bounding off in the same direction, but, unfortunately, they did their bounding so abruptly and were away so soon, we could not accurately identify them, and as far as detaining them with a 38- or even 45-bore bullet—it really didn't occur to us. We had other thoughts and interests! Our anxiety to get back to the ranch was too intense, regardless of heat, or rabbit pie. I may say that this train of thought became

a dull habit, and, although by three or four in the afternoon, after we had been deploying, and counter-marching, not to mention marching in single file and by platoons of three, we were still going some. Yet it was not on our "second wind" at that period. We found, also, that although we were anxiously looking out, in each gully we went into, for some soda fountain, we would have taken a plain dipper of water if it had been offered to us, having actually arrived at the miserable state where our tongues

we were still plodding our way, about ready to drop, when suddenly we were brought up standing by hearing faintly in front somewhere, the report of a rifle and if we had been able to speak at that moment, one of us would certainly have said, "This surely reminds me of that 'Wonderful One-Hoss Shay' which went one hundred years to a day, but when it did stop it went where I think I am going—to pieces." That's how we felt, for as long as we kept going we were all right, but that sudden stop was nearly bone-breaking, be sure!

Another and louder report was heard, and then we three brought our pop-guns to shoulder and fired our return salute. As it died away, a regular fusillade started up with a roar of voices, and we—well, we likewise started up, and, although not particularly graceful, we ran over one hundred yards or thereabout, in no doubt record time for the class we had entered in at that moment. As we came in sight of lights and bonfires, we thanked our lucky-stars that we had indeed arrived at the place we had left just twelve hours before! No one stopped us as we made for the sheep troughs. We were not as particular as one might imagine a short way back in this story, with our soda fountain dream, but were glad to take our water from the nearest tank or trough. Later, the boys told us that as we did not return in a reasonable time, they had several of them ridden out in different directions in the afternoon to ranches and on their return built bonfires and fired their guns at intervals, keeping them going until they had heard ours in reply. We were heartily congratulated on our narrow escape from being permanently lost on the plains!



"We made for the sheep troughs."

felt like corn-cobs in our mouths, the same size and the corn all off.

We were terribly tired and hot and very nearly panic-stricken, and we recalled stories of men who had gone across the plains who had never been heard of again! A second stop about this time was made, some one putting the motion, which was seconded and thirded, as we all took the ground at the same time regardless of any puncture that we might receive from a stray cactus or so, whose sharp attention would have sent us jumping, ordinarily. While taking our needed rest, we suddenly observed, much to our surprise, about seventy miles to the west of us (as we afterwards ascertained), our old friend Pike's Peak which we at once accepted as our Traveler's Guide. After close figuring as to the Peak's probable, and our own possible position relative to Brodd's ranch at that moment, we managed to get on our feet again and tramp in what seemed, notwithstanding, exactly the opposite direction from where we had been heading for so many hours.

It may have occurred to any one at this point that we should have taken note of Pike's Peak long before this. Well! It didn't to us, I can assure you, as we had but one desire and one impulse the moment we realized we had lost our bearings and were actually lost ourselves, and that was to go forward promptly in the direction that we all felt confident was toward the ranch. We knew well the position of the sun when we left home. We knew the direction that we had taken when we started, and when we came to the point where we gave up our attempt to find the trail, we thought we were sure of how to head for our return. We must have become too excited, gradually working away from the true course. It required a good bit of will power to keep cool, and from any exhibit on our part externally we were cool, although we were hot, too.

Time, as is its habit, moved on with us and it became dark. The Colorado stars came out and we lost Pike's Peak in the exchange, but we gained our second guide, the North Star. Wherever my friends of that exciting journey are now, if they ever see the star any night, they are sure to recall its attendance and constancy in our celebration of July 4, 1876. At about ten o'clock that night

## Smothering Men to Death

ONE of the darkest spots in history was the driving of 146 English prisoners at the point of a bayonet into a room 20 feet square with only two small barred windows for light or ventilation. The next morning 25 only were taken out alive. The tragedy of the "Black Hole of Calcutta" was back in the eighteenth century, but the twentieth century has a story almost as bad. Considering indeed the advances made in treatment of prisoners as compared with the penal usages of 1756, this last case is more to be condemned than the former.

In the Harlem State Farm near Richmond, Texas, 12 negroes who had been "lazy in the cotton patch" were thrust into a dark cell 8 by 10 feet with a 6½ ft. ceiling, having six vent pipes in the ceiling about 1½ inches in diameter and 4 smaller ones in the corners of the room. Next morning four of the strongest negroes who had been able to keep their mouths to the holes in the floor were barely alive; eight were dead. The trials of the Sergeant and the guards brought out the testimony of three physicians. One of these considered the cell safe for four or five men, another thought it might be safe for three or four men and a third insisted that it was dangerous to confine even one man in such an ill-ventilated cell.

The manager of the Harlem State Farm, the Sergeant and the guards were all acquitted. Judge Fenn intimated that the criminal negligence rested upon the State Penitentiary Commissioners who were responsible for construction of an improperly ventilated cell. The Commissioners should not be allowed to escape criminal responsibility. But this should not excuse the manager of the State Farm at Harlem, for confining so large a number of men in such a death trap. Nor is there anything but blame resting upon the guards who heard the cries and groans of the suffocating prisoners without going to their relief.

Because more should be expected of the twentieth century than of the eighteenth century, this is even worse than the "Black Hole of Calcutta," and the State of Texas should not rest until every penal institution in the state is wiped clean of similar dark cells.

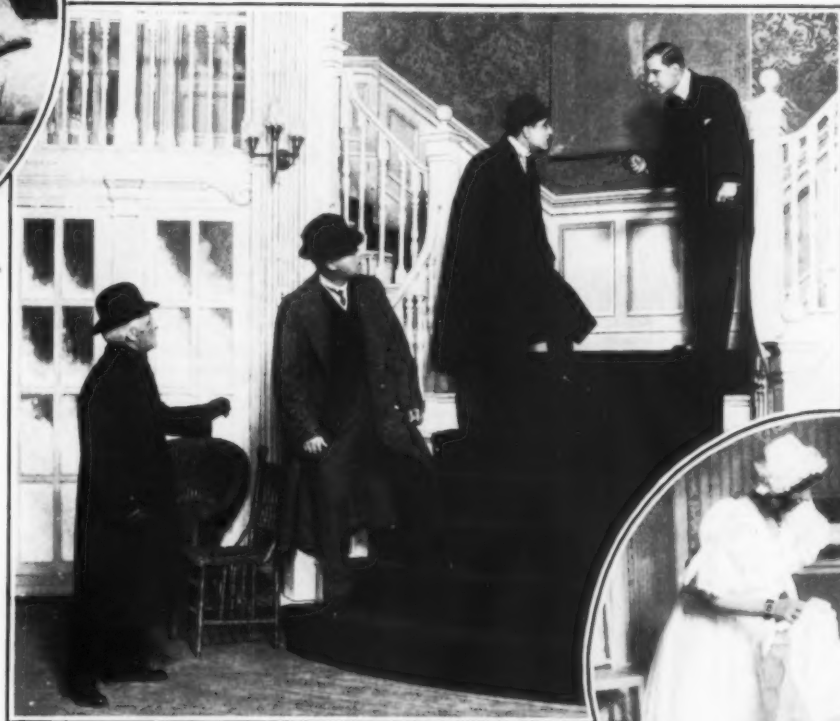


# In the Spotlight

by Kathleen Hills



SCENE FROM "HALF AN HOUR"  
H. E. Herbert as "Mr. Garson" insults his wife, Grace George, and by his brutality drives her from his home and she flees to her lover. Part of a double bill at the Lyceum.



A BIT OF EXCITEMENT IN "THE LONESOME SPOT ON EARTH"  
Wallace Eddinger, as "William Halliwell Magee," the author, with the upper hand holding at bay a corrupt mayor, an unscrupulous railway president and an ex-convict henchman of the mayor in "SEVEN KEYS TO BALDPATE." George Cohan's new and successful farce now playing at the Astor.



ONE OF THE THRILLERS AT THE THEATRE OF THRILLS  
Emelie Polini as the bride and Maurice d'Aubiac, as the husband in "The Bride," one of the five one-act plays at the Princess Theatre which have caused so much criticism among theatre-goers of New York.

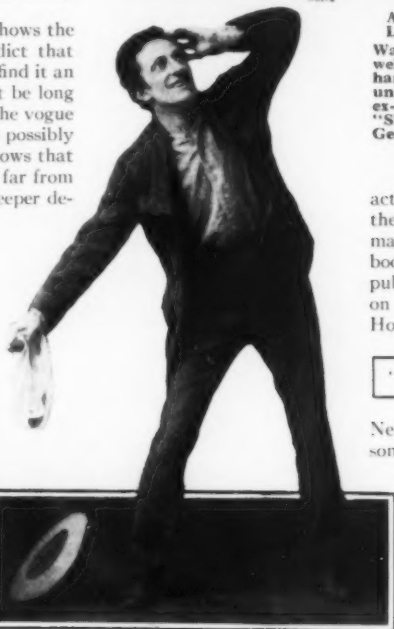
**GOOD!** Amusement lovers will be interested in the statement that some enterprising managers are trying to arrange for first-class Broadway shows in theatres of established reputations at \$1 for the best seats. Whether this will materialize or not, the plan is worthy of consideration. Rumbblings of discontent have been heard at the high prices charged for advantageous seats in our leading theatres. When it comes to paying \$5 for two seats for an evening's entertainment, it is not surprising that many are wending their way to the moving-picture houses, where one-tenth the sum will provide two good seats for one of the most novel exhibitions that modern ingenuity has afforded.

The movement in favor of \$1 seats shows the trend of the times. I venture to predict that the manager who adopts this plan will find it an immediate success, and that it will not be long before \$1 orchestra chairs will be quite the vogue in fashionable and exclusive houses, with possibly one or two exceptions. Everybody knows that the theatrical business of late has been far from profitable and that the shadow of a deeper depression hangs over it. Perhaps high prices is the underlying cause for the new movement in favor of dollar seats.

**THRILLS!** And still they come! New York had a surfeit of shows that were questionable. It was hardly thought that the theatrical managers could possibly use stronger bait to catch the unsuspecting. But they did. The Princess Theatre is heralded in print and by an electric sign as "the theatre of thrills." It lives up to its intention. This season's opening was delayed a fortnight while two "questionable" plays were withdrawn. What must they have been if they were more questionable than their substitutes? Some of the most weather-beaten critics, those who have made allowances for the license and liberties of the new productions, have sounded a warning against vileness on the stage, albeit there is a diversity of opinion regarding the degrees of demerit in the performances. One well-known first-nighter has made his criticism a pendulum that swings between approval and disapprobation. But at the end he compromises with his conscience and says: "the young person is not needed at the Princess—stimulants are for you and for me."

Why does this critic keep so tactfully from approval or censure? The papers are universal schools where the public gets its early knowledge of current happenings. If these instructors misinform, what is their value? Others do not hesitate to disapprove in unmistakable language—"unquestionably an offense against good taste," "merely served to accentuate the nastiness of the whole idea," "bill is made up of equal parts of shock and smut," "so broad they are simply indecent," "little else than thinly disguised smut." Does the public want all this nastiness? Isn't there enough of it in the world without bringing it out in the guise of "amusement"?

The criticism and censure that have met the production of the seven or eight off-color plays that have been shown in New York this season show which way the wind blows. In expressing heartiest disapproval of the sensational productions, it is interesting to note that the board of governors of the Shakespeare Memorial Theatre of England has cancelled all of the dates which the organization had secured for New York because of the doubtful status of our stage. As far as the loss of genuinely good Shakespearian acting is concerned, there need be little said against this decision. New York has three well-known Shakespearian companies with the best Shakespearian



FORBES-ROBERTSON AS "DICK HELDAR"  
From the last act of "THE LIGHT THAT FAILED" at the moment when the artist tears the bandage from his eyes in the Soudan.

actors. But it is regrettable that the performances of our theatrical managers have resulted in a foreign body's stigmatizing New York and its public as unclean. It is an aspersion on the better class of theater-goers. How long will they stand for it?

**"SWEETHEARTS"** "Sweethearts" at the New Amsterdam is a bright, wholesome, light, cheerful comic operetta. The interest centers about a royal princess. A court officer, disguised as a monk, had left her among some simple folk during a revolution in the small kingdom, and she grew up as the foster-child of a laundress. Of course the real prince comes along, falls in love with her, and as they are about to be married her royal descent is disclosed. There are a number

of catchy airs, some light humor and one creditable dance of the so-called monks, making the performance interesting throughout. Best of all it has a wholesome quality. We must commend the management for eliminating anything that might be objectionable. Plump little Christie MacDonald, with her sparkling eye and pleasant smile, makes a sweet, happy princess. She has excellent support in Mr. Tom McNaughton as Mikel, and in Lionel Walsh as Hon. Percy Algernon Slingsby.

**"THE YOUNGER GENERATION"**

It has come at last. We have had bare legs and bawdy houses, muck-raking and trust-busting plays, and now we have one intended to satirize the old fashioned Sunday of the English churchman and incidentally to teach that the sowing of wild oats is a good thing for a young man. "The Younger Generation" by Stanley Houghton at the Lyceum, provoked many a hearty laugh, but we can imagine that there were a few sober-minded, thoughtful persons in the audience who wondered whether this particular kind of play at this particular juncture was the best sort of a performance for young people to see. In a word, it presents a picture of an old-fashioned husband and wife who believe in the sanctity of the Sabbath and the duty of regular attendance on the church and Sunday-school, and impose the customary stringent regulations in the household regarding the toleration of feasting, drinking and dancing. As the children grow older they revolt against these restrictions, and the eldest son, to emphasize the revolution, comes home one night very late and tipsy. His good-natured uncle, who has spent most of his life in Germany and has little sympathy with the Puritanic attitude of his brother, encourages the sons to declare their independence which they ultimately do, without too much humiliation to the father and mother.

Perhaps at such a time as this, when the younger generation are taught a much greater independence than they have ever had, and when parental restraint is lessening everywhere, and the hold of the church upon its attendants is slackening, this play will be especially attractive to those who believe that we are progressing faster than our forefathers did. It is well presented with a good cast in which Stanley Drewitt, as the father, Miss Ida Waterman, as the early-Victorian grandmother, Clinton Preston, Katherin McPherson and Rex McDougal should be particularly mentioned. The play seems destined for a long run. At least one thing can be said in its favor and that is that it is free from the taint of immorality, so common on the stage to-day.

(Continued on page 434.)

## What Is Playing in New York

The Will Tyranny of Tears	Empire	Enjoyable revival with John Drew in excellent new skit.
The Doll Girl The Censor and the Dramatists	Globe	Amusing comedy and new Barrie production.
Half an Hour The Younger Generation	Lyceum	See comment in this issue.
The Marriage Market	Knickerbocker	Good musical comedy
Who's Who Madam President	Criterion	All Willie Collier. French farce. Risque. Only for the mature.
The Fight The Lure	Garrick Hudson	See comment in this issue.
Sweethearts	Maxine Elliott's New Amsterdam	Light musical comedy. See comment in this issue.
Her Little Highness Seven Keys to Baldpate	Liberty Astor	Farce, full of fun.
Nearly Married Potash & Perlmutter	Gaiety	Novel comedy of trade. Second year's success. Musical comedy hit.
Within the Law Adele	Cohan's Eltinge Longacre	Sensational vaudeville.
Passing Show of 1913	Wint. Garden	Shakespeare par excellence.
Forbes-Robertson	Shubert	Artistic Shakespearian repertoire.
Sothorn & Marlowe	Manhattan	Excellent play.
To-day At Bay	48th Street 39th Street	Successful melodrama.
Family Cupboard	Playhouse	New American drama.
Her Own Money Miss Caprice	Princess Casino	Fair.
Believe Me Xantippe	Comedy	Sensational. Enjoyable to women. Diverting comic operetta.
Peg o' My Heart Little Women	Cort Royal	Amusing.
The Auctioneer The Temperamental Journey When Dreams Come True	Belasco Republic Lew Fields'	Clever human comedy. Enjoyable drama. A wonderful success. Admirable comedy. Clean cut comedy.

# Pictorial Digest of



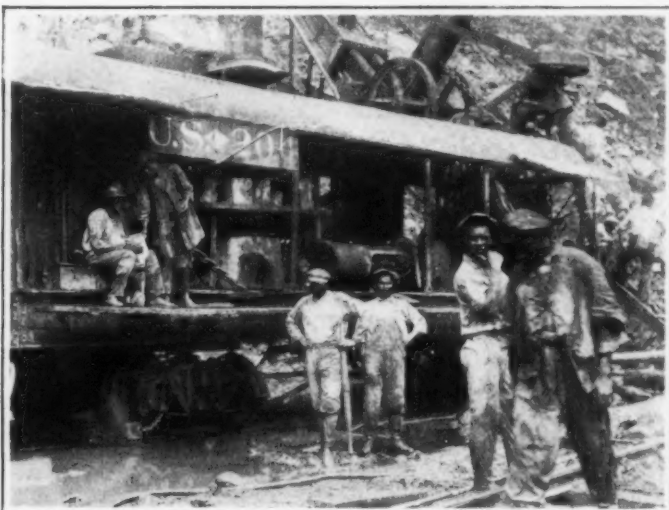
THE LAST TRAIN OF DIRT OUT OF CULEBRA CUT

Exclusive photographs made for LESLIE'S on September 13th, showing the last train-load of dirt as it was leaving Culebra Cut. The picture on the right shows engine No. 229, which helped this last train up the steep incline. This train-load completed the huge task of excavating 105,000,000 cubic yards from this one cut.



THE TRAIN DESPATCHER

Telephone Tower G, with operator Kimball dimly shown in the center of the building. From this tower he issued the orders for the moving of the last train.



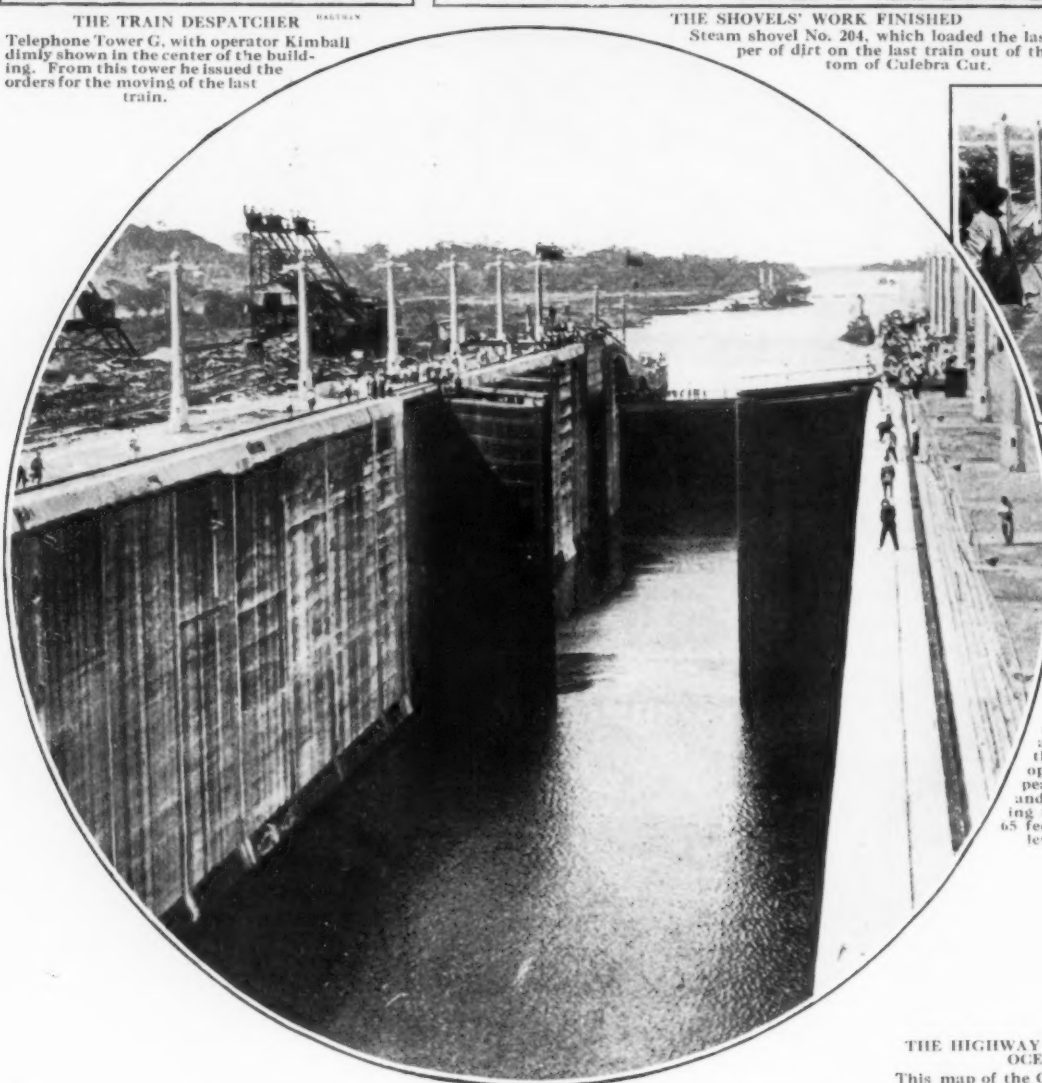
THE SHOVELS' WORK FINISHED

Steam shovel No. 204, which loaded the last dipper of dirt on the last train out of the bottom of Culebra Cut.



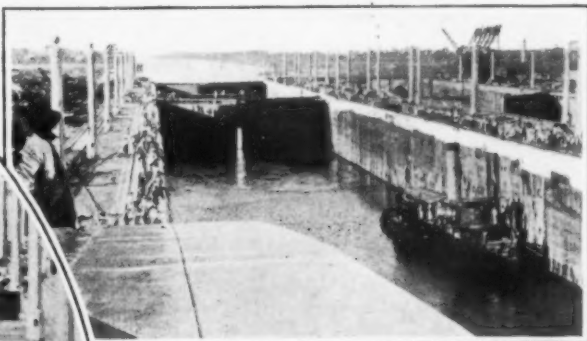
THE LAST BIG ROCK

A giant boulder weighing about ten tons which was the last large rock to come out of the bottom of Culebra Cut.



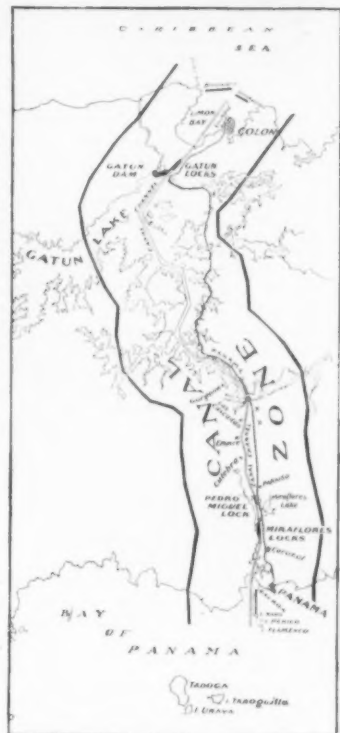
AN INSIDE VIEW OF ONE OF THE THREE LOCKS AT GATUN

The water in the foreground is from Gatun Lake, which has flooded the lock chambers. In the background is seen the channel leading in from the Atlantic. The small boat in the right background is the tug "Gatun," waiting to pass through as soon as the outer gate swings open.



TRIUMPHANT TEST OF THE LOCKS

The tug "Gatun," the first boat to pass through the great locks at Gatun. The picture shows the lower gates closed and the intermediate gates being opened. A few minutes later the lower level was filled with water and the gates to the middle level opened and the boat went through. The same operation was repeated in the second and third locks, lifting the Gatun about 65 feet to the present level of the lake.



THE HIGHWAY BETWEEN THE OCEANS

This map of the Canal (reproduced by courtesy of the Statler Publishing Company) shows the waterway in its real position—running mainly north and south instead of nearly east and west, as many have supposed.

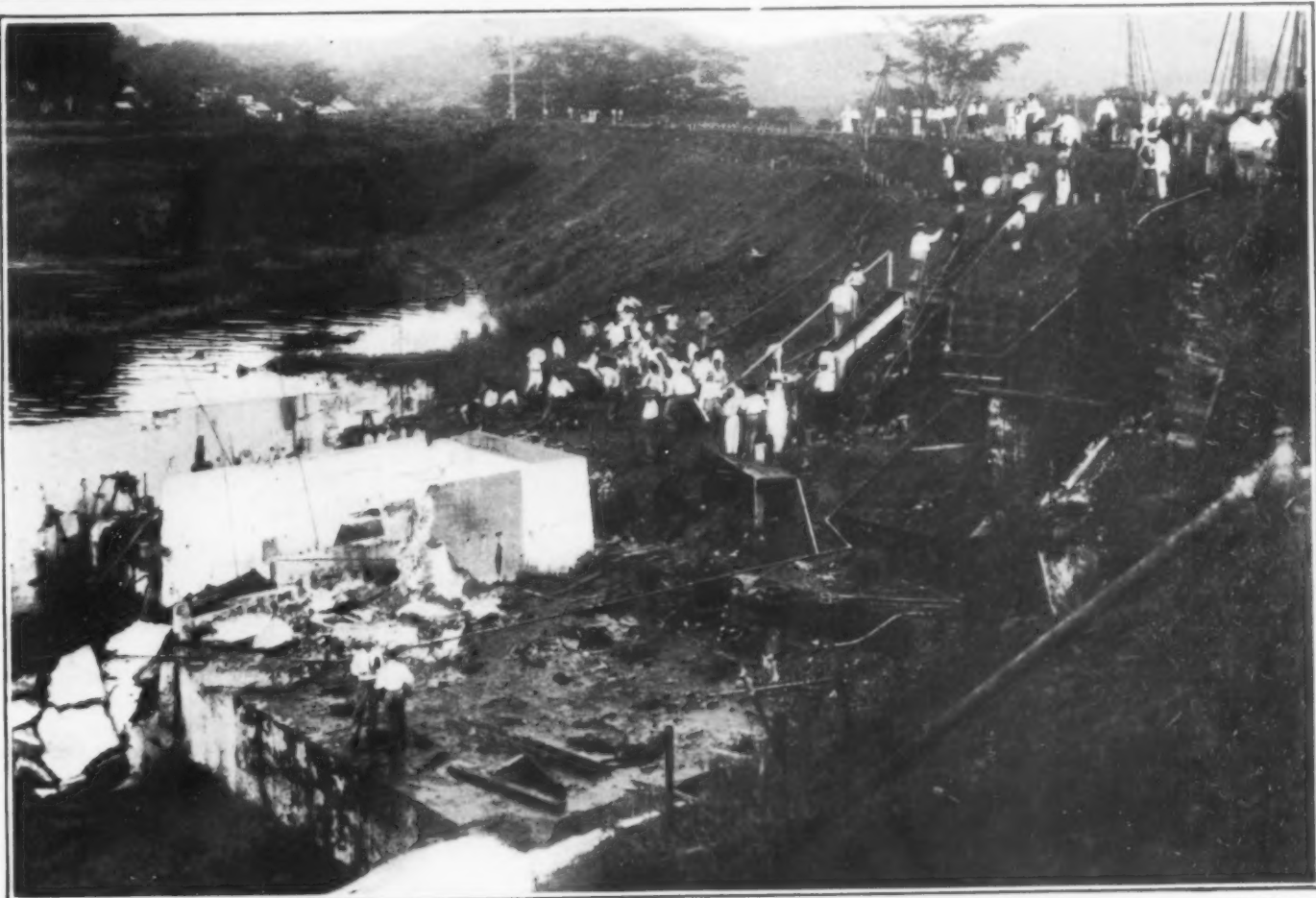


# The Completed Panama Canal



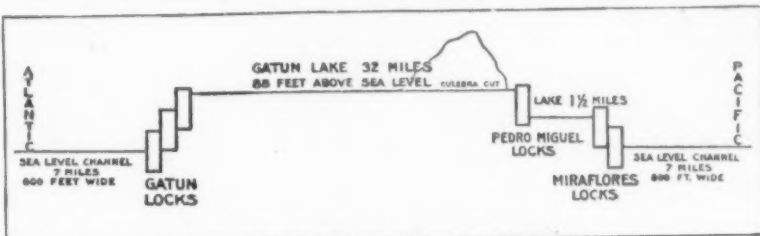
## THE CANAL A DREAM OF FOUR CENTURIES

Gamboa Dike, with eight tons of dynamite in place and awaiting the discharge signal given by President Wilson, 4,000 miles away. The explosion shook the hills and threw boulders high into the air. Through the gap rushed the pent-up waters of the Chagres River and Gatun Lake, submerging Culebra Cut, so long the busy scene of the greatest engineering work on the continent. This explosion was the realization of a dream continuous since the days of Charles V. The happy ending was witnessed by Col. Goethals, the builder of the Canal, and by Philippe Bunau-Varilla, the chief engineer of the first canal company. He represented the Republic of Panama in closing with John Hay the negotiations which made the Canal ours.



## WHAT THE FINISHED CANAL WILL LOOK LIKE

The sea-level entrance at the Pacific end of the Canal, showing how the big ditch will look when it is flooded and with steamers passing through it at full speed under their own steam. The central portion (Gatun Lake) is of course much wider and vessels will pass through it at full speed under their own steam.



## THE BRIDGE OF WATER ACROSS THE ISTHMUS

Profile map of the Panama Canal (reproduced from "The Americans in Panama") showing that the Canal is in reality a bridge of water instead of a ditch. Strictly speaking, the two oceans will never be united. The water in the central portion comes from the Chagres River and it is diverted into the locks at both ends from the vast reservoir of Gatun Lake.

## HOW CULEBRA WAS FLOODED

To prevent the waters rushing through the Gamboa Dike from starting new slides in Culebra Cut, the bottom of the cut was first flooded by means of pipes which had been driven through the dike. Some of these are shown in the foreground.



## THE CANAL NOT IN DANGER FROM EARTHQUAKES

Unnecessary alarm has been occasioned by a number of small earthquake shocks in Panama. This photograph shows how little cause there is for anxiety. Here, undisturbed, is the famous flat arch of the San Domingo Church in Panama City.



EUGENE ZIMMERMAN  
The noted cartoonist, "ZIM"

# The Old Fan Says

By Ed A. Goewey Illustrated by ZIM



ED A. GOEWY  
"The Old Fan"

"THE recent world's championship series," said the Old Fan as he lighted one of the genuine Havanas which came into his possession as a result of a wager that the Dooin outfit would finish no better than second, "has convinced me that the bosses and club owners of the National and American Leagues are making strenuous efforts to corner the humor output. After some of the stunts which they pulled during the early October days, few fans can doubt that as master jokesmiths they would have a combination of Chauncey M. Depew and Dockstader's minstrels backed off the boards."

"You recollect, son, that soon after the world's big series in 1912, when fake articles relative to these clashes appeared in many newspapers over the signatures of various star players, but really penned by enterprising baseball reporters, the moguls of the majors waxed exceeding wroth over the imposition practiced upon the gullible fans and, bringing their fists down with a united and thundering crash, vowed by gum that the trickery should not be repeated; no siree! Orders were sent out and letters printed, all to the effect that in future no ball player was either to write about the championship contests or lend his name to be signed to such articles put together by others. Of course, had the order been carried out, it would have meant a considerable financial loss to the ball playing gentlemen who were willing to at least dash into the literary field to the extent of signing their names, in exchange for a sufficient guaranty of the 'long green.'"



"Home Run" Baker,  
king of long distance  
hitters.

"But how did the offending players greet the official mandate? With a long, lingering laugh and a wink of the eye is the correct answer, and when the usual time rolled round this year for the best known players to be lined up for their customary annual literary screeds, they were right on the job and made the necessary arrangements to see their works, or at least their signatures, in print. And wasn't the National Commission real angry and put out? You bet it was and then some. In fact threats from them to slap somebody upon the wrist were expected daily. First one gentleman in authority burst forth with the announcement that if the players dared to break into print in spite of the orders to the contrary, the world's series would be cancelled. Business of loud laughter from the players followed promptly, for they appreciated just what chance there was of the Commission throwing away its share of the big box office rakeoff from the sale of tickets at fancy prices."

"A little later this awe-inspiring threat was modified and another announcement was sent broadcast that the series would

not be called off because of orders disobeyed, but that players whose stories appeared after the opening games would be prevented from engaging in the subsequent contests. It was also stated that any player who had signed a contract to write and decided to break it, that he might not displease his superiors, would be protected by the Commission. And again was heard the hearty guffaws from the interested players and the portion of the press which contemplated using either their signatures or their effusions."

"And what was the final outcome? Simply the magnificent backdown expected by all the knowing ones from the start. The Commission met and announced that all players who had signed contracts with newspapers would be permitted to take in the easy money as of yore. But mind you, this was to be the last year. And it will be, I don't think. Next season you are likely to see the old standbys and some recruits from the newer crop of stars, passing out the identical style of bunk for the edification of the fans who love to be fooled just as much to-day as when Barnum used to hand 'em the sacred white elephant and other stuff of the same come-on order."

"And then there was the other side-splitting jest about keeping the tickets out of the hands of the speculators. Why those fellows had plenty of tickets, and in many instances they asked \$50 for sets of three that were supposed to sell for just \$9. At the opening game in New York it was shown how well the tickets had been kept from these pasteboard manipulators when they were flashing handfuls of them at fancy prices in the faces of the fans, 20,000 of whom were unable to gain admission to the ball park. I am going to take up this matter again later on, and tell some of the methods by which this class of gentry (despised fully as much as the old-time race track touts) get hold of the tickets which should go to the fans who help support the clubs during several months of each year. For the present it is sufficient to say that the speculators got hold of the tickets just the same as during previous seasons and held up the fans in the customary high-handed fashion."

"Out of the squad of baseball heroes whose work shone brilliantly in the recent world's championship series, one man stood out head and shoulders over all the others, and deservedly so, for his efforts viewed from any angle, marked him as the king of the contests without a peer. This man was Christy Mathewson, 'the old master,' whose wonderful performances since he joined the ranks of the Giants more than a dozen years ago, have been featured and praised wherever the National pastime is known."

"And Mathewson, the greatest and most successful pitcher that ever lived, the hero of hundreds of contests and the wonder of the baseball world, is a magnificent specimen of the perfect athlete and a glorious example of what clean-living will do for a man. A certain sporting element may sneer at the men who respect themselves, their physical, mental and moral well being, but against any argument they may advance stands out the compelling example of Mathewson to put them to shame."

"He is a college graduate, a member of the Y. M. C. A., a fine family man and a clean liver. His admiration for the church and its work has caused him always to refuse to play ball on Sunday, and when he seeks recreation away from the green diamonds, he finds the keenest enjoyment in a game of checkers with some skillful opponent. The example set by Mathewson should be an incentive to every ball player wishing to succeed, and the fondest wish of his thousands of admirers is that he will retain his speed and ability and be able to pitch successfully for many years to come. The game pitched by Christy in the second game of the series, when, with a crippled team behind him, he defeated the Athletics by a score of 3 to 0 is accredited with being just about the finest specimen of twirling ever seen in a world's championship engagement."

"This year the city of St. Louis has the distinction of having won the cellar championship in both leagues, and it is a cinch that no other town wants to take any of that kind of glory from her. I rather imagine that the fans generally are not a bit

surprised at the miserable showing made by the Cardinals, and though there is no particular satisfaction in the matter, yours truly picked this bunch for a booby prize long before the first of the season's games was played. The St. Louis Nationals are in a bad way and unless many baseball conditions



MATTY  
"The Old Master."

which handicap them change materially before the 1914 battles, but little improvement is to be looked for. The four leading clubs in the parent organization should be no weaker next year, the Bostons will certainly show improvement and, even as at present constituted, the Dodgers and Reds should be able to leave a trail of dust between themselves and the Mound City outfit. But few rooters, I guess, expected the Browns to show any surprising speed, but most of us did think that they would be able to finish ahead of the Yankees, instead of four per cent. behind them. At least six clubs in the American League have it on the Browns by considerable odds, and it behooves them to get busy if they entertain hopes of distancing the reliable, old St. Louis baseball hoodoo."

"At the close of the 1912 season the Giants won the National League pennant with a record of 103 victories and 48 defeats. This year they fell a trifle behind with 101 wins and 51 losses. A year ago the Yankees, laboring under a misfit management, won 50 games and lost 102. This season, while undergoing a supposed regeneration under Frank Chance, they pulled through with 57 victories and 94 defeats. In other words, for two successive years they have finished their seasons with about the same number of games lost as the Giants chalked up on the winning side of the ledger. However, Chance and the Yankees must be given credit for showing a real improvement toward the end of the season and this encourages the fans to look for some sort of a decent showing in 1914. A team in a city the size of New York that just manages to escape a winter berth in the cellar by an eyelash means that the American organization is losing money in baseball's most fruitful orchard that would surely be pushed through the ticket sellers' windows were the metropolis represented by a pennant contender."

"Of course there is always some profit in pulling any kind of baseball in New York city, but what is needed in the burg that runs north and south along Broadway is a team in each league that can pile up a sufficient profit to offset the poor returns that are made annually in some of the other cities where even pennant contenders are but poorly patronized. Perhaps you are unaware of the fact, but there are certain cities represented in the majors which are there only because of their geographical location. Even during the seasons when their clubs are playing a prominent part in the pennant fights the patronage is nothing in proportion to what it should be when the size of the population is taken into consideration. St. Louis, with a couple of almost 'dead ones,' is a better baseball town than some whose teams have competed for championships. Take a town like Kansas city, for instance, where the rooters have long been loyal and liberal in support of the very ordinary baseball aggregation representing it in the American Association. If that town were a few hundred miles farther East it would be taken in by one of the majors tomorrow to take the place of one of the burgs where the fans are less generous. Therefore, you see, it is necessary for big money to be collected at the gates of such places as New York, Chicago and Philadelphia, for the share turned over to the clubs visiting these places often much more than atones for the poor support at home."

"On the day previous to the opening of the world's series in New York, the Giants and the Quakers played an exhibition game at the Polo Grounds, preceded by some baseball field contests. The game was probably one of the shortest on record, the Broadwayites winning the contest by a score of 4 to 1 in thirty-one minutes. The Phillies made three hits and two errors, and the Giants eight hits and one error. Now here's the point. Why, if an exhibition game can be pulled off in a trifle over a half hour, is it necessary for regular contests to be dragged until they sometimes extend over two hours? Slow games have proven a nuisance and an inconvenience to the fans in both of the major leagues, during the 1913 season, but the American outfit was by long odds the worst offender. Let us hope that 1914 will see an effort made to follow the example set in the exhibition shindy in question."

"In the contest held in conjunction with the game big Jim Thorpe, the Sac and Fox Indian, who was the hero of the last Olympic games, was beaten by Hans Lobert, of the Quakers, in a 100-yard dash. After making three false starts Lobert broke away in the lead, and though Thorpe cut loose with a sprint near the finish, his rival retained sufficient speed to carry him to the tape two inches ahead of the Redman. Lobert's time was 10 2-5 seconds. Lobert also won the base circling contest in the fast time of fifteen seconds flat. Claude Cooper, the Giants' promising young outfielder, was second in 15 2-5 seconds. Thorpe won the fungo hitting contest, batting the ball 404 feet. These contests showed that your old friend Lobert is still some nifty boy on his pins. He holds the world's record for circling bases, which he won on October 12, 1910, when he was a member of the Cincinnati Reds. His official time is 13 4-5 seconds."

"'Old Fox' Clark Griffith, who, like several others started his crop of gray hairs while trying to make pennant winners of the Yankees, but who later made a real team of the Senators, is not happy over the fact that the passing of each year adds more gray locks to his thatch, and to mark the occasion of the wind-up contest this season in Washington, and prove that he was still 'there with the goods,' he decided to participate. Griff pitched the last inning and got away with it and then he had to go in and bat. As he stepped to the plate the band struck up, 'Silver Threads among the Gold,' and the 'Old Fox' was so angry that he flung his hickory to the ground and somebody else had to take his place at the plate. Later he began telling the story as a good joke."

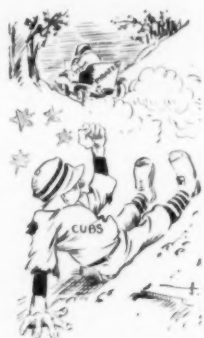
"The other day Captain E. Harvey Cunningham, was discussing Christy Mathewson, conceded to be one of the greatest pitchers that ever lived. Matty, fresh from Bucknell college, came to Cunningham when the latter was president of the Norfolk, Va., club. 'He had the head and the speed,' said the captain, 'but he was so wild that I rigged up a barrel over the home plate and made him pitch through it two hours a day until he tamed down and was able to handle his curves. Later I sold him to the New York Nationals for \$2,000.' Christy didn't content himself with the barrel practice, but had a rather small hole cut in a fence and he tried throwing the ball through this until his control was as nearly perfect as can be expected on a ball field."



Of course their greetings were most cordial, but what happened later was another story.



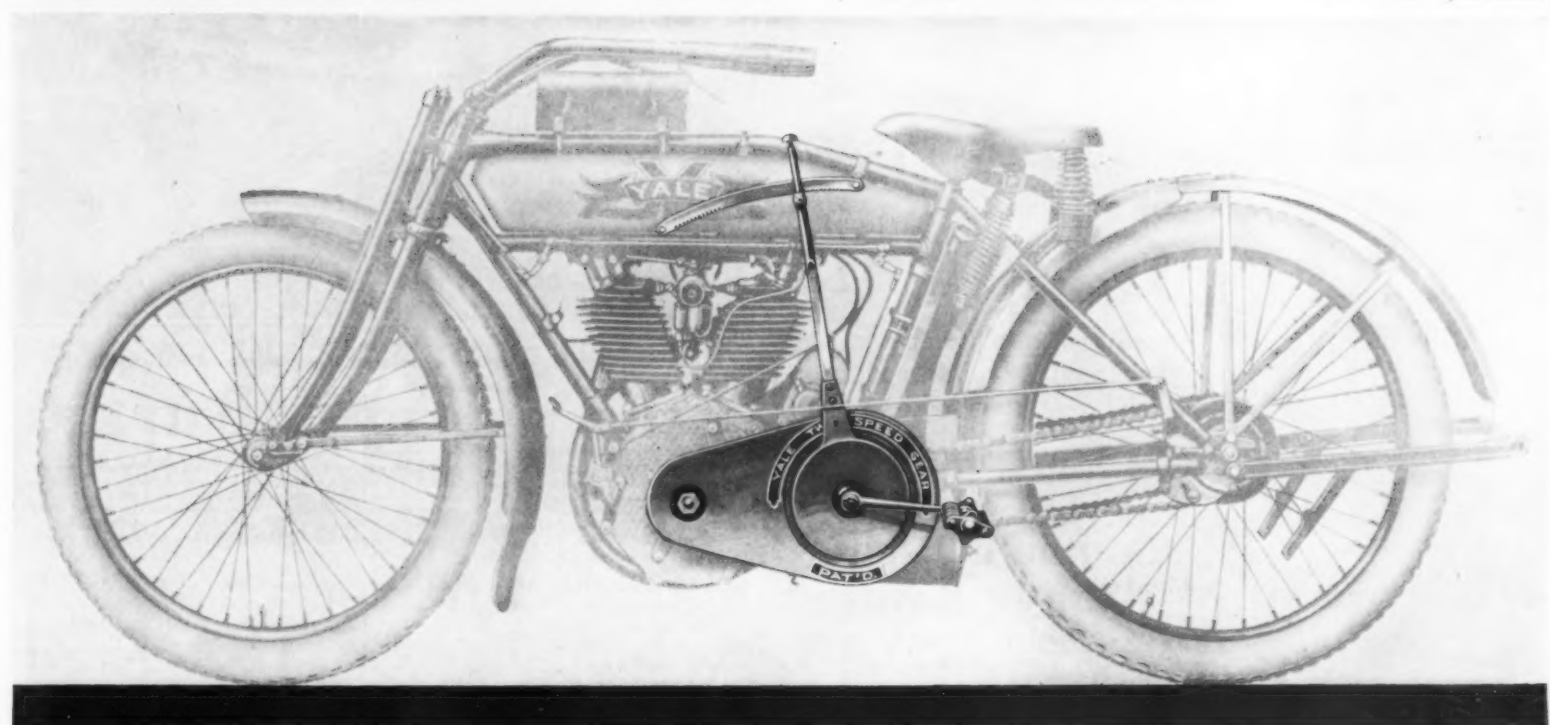
JOHNNY MCGRAW  
The Giants' scrappy  
commander.



His old friend gave him  
no help this year.



# THE NEW TWO-SPEED YALE



## Forget the old motorcycle—here's a *new kind* that consigns it to oblivion.

This new two-speed Yale is literally a *new kind* of a motorcycle. If there are hills steep enough and hard enough to make the test in your vicinity, it will climb them in a way so wonderful that you can scarcely believe your eyes. It will go wherever its wheels can get a grip on the ground. It will plunge *through plowed fields*. It will climb *any hill of any height*, unless the grade is so nearly perpendicular as to make traction impossible.

A fifty per cent. grade with a side-car passenger is *child's-play* to this amazing new two-speed Yale.

It will start, stop, slow down or shoot forward through an opening *exactly* like a *motor car*.

It will come substantially to a standstill in crowded city streets, without stalling the engine—*exactly* like a *motor car*.

And it will sweep with ease to the summit of hills up which a motor car cannot follow.

### One-Hand Control

The new two-speed Yale is the *only motorcycle of its kind* in existence.

By that we mean the only two-speed motorcycle *with one-hand one-motion control*.

And by one-hand control we mean *exactly what we say*. For the Yale does all these wonderful things which we have been describing with *only one hand engaged*. All you do is to guide the handle-bars with the finger-tips of one hand; and rest the other hand on the gear lever. If the lever is at the rear—the drive is on low. You press it forward, and it slips first into neutral, and next into high. One hand; one movement; and *only one possible result*. Frankly we do not see how any other motorcycle can *stand up in demonstration* against the Yale.

### Built-In—Not Attached

It is the only one in which the two-speed principle is built into the machine itself.

It is the only one in which the two-speed gear is located on the *countershaft*, the one position in which it will maintain the machine's perfect balance, the only position in which there is least wear, as it runs at only *half engine-speed*.

It is the only one in which this two-speed principle is incorporated without an additional charge.

It is, we repeat, the only two-speed gear with one-hand control.

### Important?—Vitality So

And this one-hand control is so vitally important—so tremendous a convenience that we cannot see how any motorcycle rider can forfeit its advantages.

If the two-speed Yale required the use of both hands, or two levers, we should feel that the added power and flexibility were more than offset by the added annoyance, and even danger.

As it is, the Yale rider gets power and efficiency of which he never dreamed before and his mind and his hands are as free as they ever were.

We make the prediction that if you witness a single demonstration of this marvelous new motorcycle you will sign up for the Yale the moment the demonstration is concluded.

### Simplest Possible Construction

And an investigation of the construction of the Yale's two-speed gear will make you *marvel even more* at its wonderful performances.

There is nothing involved about the Yale two-speed gear—*absolutely nothing*.

It is of the simple planetary type, with gears always in mesh, so that there is *no possibility of stripping them* when changing from high to low or vice versa.

On high gear a big multiple disc clutch with large spring steel discs is engaged and the whole gear revolves as *part of the countershaft*. The drive, therefore, is *direct on high gear*, the ratio being  $3\frac{3}{4}$  to 1 for the twin.



Yale rider taking with ease, from a standing start, a fifty per cent. grade in Central Grove Park, Toledo, Ohio.

### Through "Neutral" Into Low

When the one-hand lever is moved through "neutral" it disengages this clutch and as the lever reaches the low-gear position a husky band clutch is engaged which brings the gears into play and gives a low driving ratio of  $7\frac{1}{2}$  to 1 that *delivers enormous power at the rear wheel*.

Control, as we have already indicated, is absurdly simple. A hand lever, situated on the left side of the tank with quadrant to hold it in any position it may be set, *actuates the gears and releases or engages the clutch*.

No need to worry about disengaging gears. Just push the lever from one position to the other.

The Yale two-speed gear is so simple a child can manipulate it—and yet it is practically infallible in operation.

### Other Improvements Too

There are many other notable improvements in the new two-speed Yale.

The strong fork and staunch frame, for instance, are now made stronger and stancher than ever with added reinforcements.

The gasoline and oil tank is now a two-piece unit that is the best ever devised.

The motor has been made better with numerous minor refinements, with valve mechanism enclosed.

These and a score of other improvements would be noteworthy on any other machine, but they pale into insignificance alongside the wonderful Yale two-speed gear, which is patented, and therefore exclusive and peculiar to the Yale.

### Send Coupon at Once

We haven't given you all the details of the marvelous new two-speed Yale.

It solves the side-car problem and the delivery-van problem.

It gives motorcyclists the most *efficient* and *capable* machine ever built.

But you have at least an inkling of the revolutionary character of this new Yale.

And we will gladly give you complete details, if you'll send us the coupon below.

The New Yale is the only motorcycle with two-speed gear *built into* all models both Singles and Twins and without additional charge. It has the *only* motorcycle two-speed gear with *one-hand* control. Only two-speed gear located on countershaft, the one logical position. New Yale Single, \$235, f. o. b. Toledo.

**\$285** TWO-SPEED  
F. O. B. Toledo YALE TWIN

**The Consolidated Mfg. Co., 1753 Fernwood Avenue, Toledo, Ohio**

Manufacturers also of Yale and Snell Bicycles, Hussey Handlebars, Steel Tubing, Bent Parts, Drop Forgings.

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In answering advertisements please mention "Leslie's Weekly."

The Consolidated Mfg. Co.,  
1753 Fernwood Ave.,  
Toledo, Ohio

Send without cost or obligation to me full details of the new two-speed Yale.

(Write name and address plainly on margin below.)

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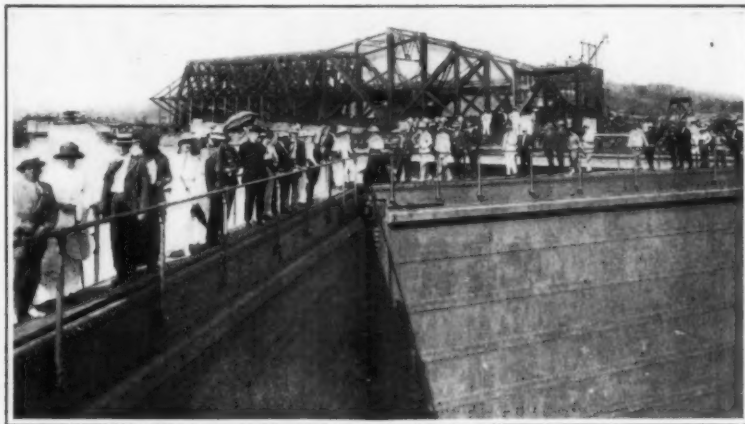
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MUTUAL SALES CO., Dept 11, 306 W. Madison St., CHICAGO, ILL.



GATUN LOCKS

Travellers at Panama viewing the most wonderful canal locks in the world.

## Leslie's Travel Bureau

**EDITOR'S NOTE**—This department will give specific information to LESLIE'S readers who are planning to travel at home or abroad. It is created to meet a special need that shows itself in the numerous letters that come to this office daily, asking how and when to go and what it will cost. In many cases these inquiries duplicate one another and the printed answer to one will give welcome information to others preparing to write. Special travel experts on the LESLIE staff will make this page almost indispensable to the travelling public.

**SEE THE PANAMA CANAL NOW!** Every great national event awakens a desire to see the place where it happened, for the American wants to keep abreast of the times. He is the greatest traveller in the world—this American—as is shown by the fact that every giant liner on any ocean was built especially for the American trade.

But the American traveller makes his trips a part of his broader education—a sort of post-graduate course of practical knowledge. This is one of the reasons why all the steamship lines which converge on the ports of the Caribbean are crowded with winter travellers, for it is the last chance for the American to see his Big Ditch before it is finally turned over to the merchant navies of the world.

The greatest engineering work of all time is worth going even farther to see, but it is only one of many delightful features of this trip to the Caribbean. Most of the steamers which go to Panama swing around to other ports of the Caribbean, that sea in which are anchored so many emerald isles with gently waving palms and sunny-hearted peoples. It is the trip of a lifetime, this winter cruise in the West Indies, and this is the time of all times to take it.

W. Guild, Tenn.: If you wish to visit Devonshire, England, before Christmas, you will have abundant time to look over the folders of the different steamship lines and get the sailing dates. Folders of the White Star, Hamburg-American, Cunard, and other lines have been forwarded to you.

S. Columbus, Ohio: The best bicycle route from Columbus to Tampa will be the automobile route. Your local automobile association could give this to you. It is easy to buy a map at any book store.

L. Perry, Iowa: If you will indicate what part of the south you desire to visit to invest in land and make a permanent home, we will give you the information as to the route and the cost. In nearly every large city of the south a Chamber of Commerce will be found only too glad to give information to newcomers. Information regarding South American countries will be found in booklets of some of the steamship lines. Tell us which country you wish to visit and we will send the proper folders.

G. West Point, Neb.: A number of passenger steamers, including the Cunard and White Star line land at Liverpool. Outgoing steamers from New York follow the southern route and return via the northern route. Tell us where you wish to go and about how much you desire to expend upon the trip and we will send you folders of the lines that would seem to meet your requirements.

B. New York: It is difficult to lay out a course for one wishing to take a trip across the country with a horse and buggy. Write to the Geological Survey at Washington for maps of the territory you wish to cover and they will send you maps showing the roads, or you might get information from your local automobile association. You can then lay out your own route without much trouble and with little expense.

R. Ben Avon, Pa.: A 500 mile to 1500 mile steamer trip from New York for one who needs rest after a nervous breakdown is easy and inexpensive. The journey to Fortress Monroe is 328 miles and can be made via Old Dominion line in 18 hours at a cost of from \$14 up for the round trip. Other delightful trips are those to Savannah, New Orleans, Galveston and Vera Cruz. If you want information about any of these in particular advise us further.

H. San Diego, Cal.: McG., Lancaster, Pa.: H. Asbury Park, N. J.: Mrs. O. Buffalo, O.: St. Louis: B. Kalanazoo, Mich.: Constant Reader, So. St.

Joe, Mo.: If you will indicate the kind of vacation trip you wish to take, the length of time it should cover and the amount you care to expend, and whether you prefer to take it by steamer or railroad and in which direction you prefer to go, we will have folders containing the information you desire forwarded to you.

P. Savannah, Ga.: A good way for you to make the trip you speak of would be by rail to New Orleans where you could take one of the United Fruit Company's steamers to Colon, there you could take the government railroad (The Panama Railroad) across the isthmus, seeing the entire canal. At Panama you could connect with the Pacific Mail Steamship Company's steamers to San Francisco. The entire trip would cost about \$185 and would take between four and five weeks. The trip could be made from New York costing only \$120, and you would have the advantage of seeing the eastern portion of your own country and the metropolis for about the same price as going from New Orleans, if you could spare the time to come north.

Mrs. M., Brooklyn, N. Y.: It is not too early to make a trip south. The ocean trips to the tropics, especially the West Indies and Panama are just as delightful in summer as in winter. People from the northern climes prefer to make the change in winter because they thus escape some of the severe hardships of our cold season. The Bermuda trip is pleasant at any time of the year. Other delightful ten to fourteen day journeys by steamers include trips to New Orleans, Galveston and Florida.

Mrs. N., Central City, Nev.: The cost of a trip from New York to Stockholm, Sweden, first class via Norwegian-American Line would be \$77.50 and second class \$62.50. These are the low winter rates, and cover from July 16th to May 16th. The summer rates are higher, as shown in the circulars sent you. The first class passengers have, of course, the best accommodations. The second class passengers are well cared for, but they have separate decks, dining room and smokers.

W. Lee, Ill.: You can secure "Presby's Transatlantic Guide" and "A Satchel Guide to Europe" at Brentano's, New York, 55c for the former and \$1.62 for the latter, post-paid. The Travellers' Gazette, published by Thomas Cook & Sons will be sent gratis by addressing them at 245 Broadway, New York. The Hamburg-American would be a good line for you to travel on. Booklets have been forwarded to you.



GROUP OF TOURISTS AROUND THE ASPHALT LAKE IN TRINIDAD

The wonderful island of Trinidad is probably less known for its tropical beauty and salubrious climate than for its well-known asphalt lake, which supplies more than half the world's asphalt. The great lake covers an area of about 114 acres, and here and there is dotted with clumps of trees and low bushes. Its bluish-gray surface is broken by irregular pools of water. It has always been a puzzle to scientists, for the excavations made one day are apparently filled the next, although it takes centuries for nature to transform liquid petroleum into solid asphalt. The answer therefore seems to be that the entire surface of the lake settles after any excavation. The supply of asphalt seems to be inexhaustible. The amount on the lake has never been closely calculated, but there is apparently enough to supply the world's need for an indefinite period.

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AND  
FIUME





## Those who are within the world of Cadillac ownership are enjoying luxuries to which you must remain a stranger so long as you are outside that world

Motoring as you know it, and motoring as the owner of a 1914 Cadillac knows it, are two distinct and different things.

The new Cadillac neither rides nor drives like any other motor car.

It is not that the two speed direct drive axle has changed the principle of the Cadillac engine.

But it has conferred upon it, powers which it did not possess without it.

It has altered the performance changed the character of that performance—and changed the sensations resulting from that performance.

So, those who are within the world of Cadillac ownership, are enjoying luxuries to which you must remain a stranger so long as you are outside that world.

And they are marked, these differences—these peculiar luxuries of the Cadillac.

So marked, that we doubt if you can drive the memory of them out of your mind after a single ride in the Cadillac.

They are not easy to describe—though you will be conscious of them before the car has travelled half a mile.

But, let us see if we can give you an idea.

You know what the Cadillac and the Cadillac engine were before the advent of this 1914 car.

You know that it was notably free from tremor.

You know that it did not lunge forward, but forged forward, majestically, like a battleship.

These were the natural fruits of Cadillac construction—refined and developed to an extraordinary degree.

And now, new qualities and new functions have been conferred upon it, by means of a second—supplemental—principle.

This other principle the two speed direct drive axle—takes the Cadillac at its high point of development and extends it.

The new Cadillac axle has two direct drive gear ratios.

Eliminating all technicalities from the subject, the advantage of the high direct drive gear ratio consists in the fact that through it, a given speed of the engine produces an increase of 42 per cent in the speed of the car.

Out of this central improvement grow those differences in operation to which we have referred.

Keeping in mind the more slowly moving engine, you sense at once that infinitely greater steadiness must follow.

Holding fast to the same mental picture, you see that vibration must be reduced almost to the vanishing point.

Imagine the car with the low direct gear, operating at an engine speed of 700 revolutions per minute.

The car will travel 21 miles per hour.

Shift the electric switch and pass into the high direct drive gear ratio, and the speed of the car increases to 30 miles an hour with no increase in the speed of the engine.

Unconsciously, when you change gears, you look forward to the apparent effort and labor of the engine to be increased.

It does not come.

The trembling does not come.

No shock, no disturbance is communicated to the car or its occupants.

The steady pressing onward of the car is uninterrupted—the smoothness is continuous.

You forget the engine, you forget the car. There is only quiet and a soft swinging through space.

Is it any wonder that Cadillac owners are volubly enthusiastic?

They have this velvety mode of travel of which you have yet to learn.

They have attained it by methods which lower the fuel consumption, decrease friction and reduce appreciably the cost of operation.

They have artistic body designs which make it difficult to suggest any sense in which their beauty could be heightened.

They have progressive, scientific engineering development.

They have the certainty of the Cadillac Delco system of electrical cranking, lighting and ignition.

They have the improved Cadillac carburetor, hot water jacketed and electrically heated.

They have entrance and exit for front seat passengers on either side, right hand drive and right hand control with all of its advantages and no disadvantages.

They have the simple electric switch for shifting from high direct to low direct gear, or vice versa.

They have Cadillac standardization, true alignment and interchangeability of parts.

They have the product of an organization inspired by the highest ideals.

They have the Cadillac glorified and refined.

They have a car entitled to the distinction,  
"Standard of the World."

### STYLES AND PRICES

Standard Touring Car, five passenger	\$1975.00	Inside drive Limousine, five passenger	\$2800.00
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Phaeton, four passenger	1975.00	Landulet Coupe, three pass.	2500.00
		Standard Limousine, seven passenger	3250.00

All prices are F. O. B. Detroit, including top, windshield, demountable rims and full equipment.

**Cadillac Motor Car Co. Detroit, Mich.**

In answering advertisements please mention "Leslie's Weekly."

## Have You Met Mr. & Mrs. Carter's Ink?



Mr. and Mrs. Carter's Ink are for unusual people and all who write unusual things.

Mr. and Mrs. Carter's Ink have a right to be termed unusual, too, for they are designed to hold

unusual inks—Carter's. They know that

## CARTER'S INKS

are unusual because they are made in the Carter laboratories and manufactory. That's evidence enough that they are carefully and skillfully made and that every bit of material that goes into them has been closely and cautiously examined. They are so brilliant, so intense, so unlikely to corrode the pen point or leave a watery streak. You should know these things, too.

To convince yourself, stop at your stationer's and adopt the "Ink" fill them with Carter's Inks, and write—then you'll know the value of these unusual inks and their unusual containers.

The Carter's Ink are dressed in proper colors for red and black or blue ink.

Mr. and Mrs. Carter's Ink are at home with all the best stationers, and may be secured for adoption with a purchase of a given quantity of Carter's Inks or adhesives.

The Carter's Ink Co.  
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Largest manufacturers of  
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typewriter ribbons and  
carbon papers in  
America.



## Play Billiards at Home



No special room  
needed. For \$1 or  
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pending on size and  
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monthly, you can have  
your own table. Balls,  
cues, etc., free. Sizes, up  
to 4 1/2 x 9 ft. (Standard).

## BURROWES Billiard and Pool Table

**FREE TRIAL—NO RED TAPE.**—On receipt of first installment we will ship Table. Play on it one week. If unsatisfactory return it, and on its receipt we will refund your deposit. This insures you a free trial. Write today for illustrated catalog giving prices, terms, etc.

E. T. BURROWES CO., 502 Center St., Portland, Me.

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Stand acid and fire diamond  
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Brilliance guaranteed 25 years. Mounted  
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See them before buying. Will send you any style  
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No write sales. 1st Annual Contest for 6 to 18 years.  
Fine Arts Institute, Studio 302, Omaha, Neb.

## "Let the Musher Mush!"

(Continued from page 418)

winter freezes you in, you may get out in two ways. You may take a river steamer for 1,000 miles to Dawson, transfer to a Canadian steamer and go 460 miles to White Horse, where you can take a White Pass & Yukon train (Canadian) 110 miles to Skagway, and then catch an ocean steamer for the 1,000-mile trip to Seattle. Or, you may drift down the Tanana and Yukon Rivers for 1,100 miles and board an ocean going vessel at St. Michael for the 2,700-mile trip to Seattle.

Some idea of the cost is given by the "Special Excursion Bulletin, Season 1913" of the White Pass & Yukon Route. The round-trip, during the season of navigation only, is \$190 to Skagway alone. Yet the building of only 313 miles of railway would place Fairbanks within easy reach of the coast, with passenger fares estimated by the Railroad Commission at \$26.70 each way.

And this statement of the mail situation (prepared by a Fairbanks attorney) shows how desperate the situation is:

After Nov. 15th and until about the time of the spring breakup, the limit of mail has heretofore been 1,000 lbs. three times a week. Then it drops down to 800 lbs. twice a week until the opening of river navigation. This does not mean all for Fairbanks but for interior points, and each place in the interior is supposed to get its quota. Of course the first-class mail is all taken care of but the second, third, etc., is to a large extent delayed, and according to the class. The practice has been that the last mails come through first; in other words, when a mail is delayed (or rather laid over) on account of the excess of the weight limit, that mail remains delayed usually until the next spring and summer.

But the passenger and mail service is the smallest consideration in the mind of the citizen of Fairbanks, who finds that almost any industry which he contemplates is made impossible by the existing freight rates. Take, for example, this experience of Mr. Joslin, who lives there and who is himself a railroad man:

"I have at this moment a plan in my mind to go into the wheat-raising business at Fairbanks as a profit-making proposition; but there are difficulties. The bringing of the seed there would cost about \$1 a bushel. There are no thrashing-machines in the valley, and it would cost five or six hundred dollars (freight) to get a thrashing-machine there. Fencing and clearing of the land (if I undertook to fence and clear say 50 or 100 acres) would go into a very considerable amount of money. If I could produce 40 or 50 bushels per acre, and I am perfectly confident that I can with the experience of this farm before me; suppose I should produce a thousand bushels of wheat, what could I do with it? There are no mills there; and if I should ship it to Seattle, it would cost me about \$20 a ton, or say about 60 cents a bushel. It would be impossible to market that crop if I produced it."

Problems like this face every man in Alaska, whether he contemplates a stamp-mill for crushing ore or merely figures on the cost of keeping a milk cow. One other quotation will show convincingly just what the empire-builder of the North is up against:

"When you have landed your freight, whether at Nome or Fairbanks, on the bank of the river or on the beach, your troubles have just begun in the matter of transportation. Moving that freight even 10 miles becomes a very heavy burden. Where you have a good wagon road in Alaska or a good sled road, the cost of moving freight would be about \$1 a ton-mile. If you had to move freight 30 miles from the river, or 30 miles from the beach, it would cost you about \$30 a ton, if you have a good wagon road. If you have not a good wagon road, it will cost you anywhere from \$2 to \$4 a ton-mile. If a dredge weighs 600 tons and you move it 10 miles, it costs you \$18,000 to move a dredge 30 miles from the river, which is nearly as much as it has cost to bring it 4,000 miles from the Pacific Coast. If there is no road, you must build one before you can move it at all."

Or, take the case of the hardy men who are stampeding into the new Shushana (or Chishana) gold-field, some of whom I saw as I passed through Cordova. They came off the steamer with their outfits on their backs, not realizing that their troubles had scarcely begun. At Cordova they found that they could go up the Copper River Railway for a considerable distance and with considerable expense, and from that point they would have to "mush" it over from sixty to a hundred miles of almost impassable trail. But they also learned that there was nothing to live on after they reached their Eldorado, and that it would be suicide to make the rush without some sort of a pack-horse. It was obvious that the amount of food which a man could pack on his back (in addition to his outfit) would scarcely suffice for the round-trip on foot, and there would be nothing to keep him alive while he should work his claim. Difficulties of this kind are to be expected in the case of a new strike, but it is intolerable that they should be allowed to continue for years afterward, as has been the case in our administration throughout Alaska.

It now remains to be seen whether President Wilson and the administration which responds so readily to his wishes will rise to the great opportunity knocking at their door. Alaska is wholly in the hands of Washington; and the legislative as well

as the executive branch of the Government is in a position to act freely. The Government can build as many railroads in Alaska as it wants to build; or it can remove the difficulties which prevent private capital from building them.

The first big step in this direction was taken by President Taft in the summer of 1912, when Congress authorized him to appoint a commission of experts to investigate the railroad situation in Alaska and make a definite report. He selected Major Morrow, of the Army Engineer Corps; Alfred H. Brooks, of the Geological Survey; Civil Engineer Cox, of the Navy; and Colin M. Ingersoll, a consulting railroad engineer. This Alaska Railroad Commission, after a careful study of the problems in the field, made its report in the closing days of Mr. Taft's administration.

Now it happens that nearly every town in Alaska has the unshaken conviction that it is destined to be the terminus of the principal trunk-line of the future, and its leading citizens lie in wait for every newcomer and load him to the gunwales with the unanswerable arguments in favor of their pet route. But the Commission was a bunch of hard-headed men and they carefully sifted the claims of the various routes and divided them into three classes:

1. Those which reach the interior but do not give economical access to either of the two principal coal-fields. This practically excluded from consideration the Skagway route, the Haines-Fairbanks route, the Iliamna-Kuskokwim route and the Valdez-Fairbanks route.
2. Routes which reach the coal-fields only. Only the lines proposed from Katalla and Controller Bay belong here.
3. Routes which reach the interior and also furnish economical transportation for the two coal-fields. In this class are the Cordova-Fairbanks route, the Seward-Fairbanks route, and the Seward-Innoko-Iditarod route.

But there was also the question of a satisfactory harbor to be considered. Seward, Valdez, Cordova and other coast cities have each a beautiful expanse of water and a sublime faith in its harbor being the best on the Pacific Coast. But in some of these ports the water is so deep that an anchor with less than a hundred fathoms of chain must be close to shore if it would reach bottom; and if it happens to be one of those periods when a wind sweeps down from the mountain heights with a force of ninety miles an hour, the ship slips its anchor and goes swiftly to the bow-wows.

Without going into the details, let it suffice to say that the Commission reported that the harbor of Cordova "is, without question, the best"—and the future will show that the Commission was right about it. The recommendations therefore urge the construction of the following lines:

1. Chitina to Fairbanks, 313 miles (this being a line to connect with the Copper River Railway from Cordova to Chitina), to cost \$13,971,000.
2. Bering River coal branch, via Lake Charlottetown, 38 miles, \$2,054,000.
3. Kern Creek to Sustina Valley, 115 miles, \$5,209,500.
4. Matanuska coal branch, 38 miles, \$1,616,000.
5. Sustina Valley to Kuskokwim, 229 miles, \$12,760,500.

The last big step in the right direction is the bill introduced by Senator Key Pittman, Chairman of the Committee on Territories. It authorizes the President to locate, construct and operate railroads in Alaska and to provide for their construction. Hearings before this Committee began May 2, 1913, and the whole question was threshed out. So far, we have more than 700 pages of evidence—but Alaska has no railroads. But the document is a surprising commentary on the lack of intimate knowledge of ordinary Alaska facts possessed by Government men who are paid to know them. This was shown by the kind of questions which members of the Committee asked the witnesses. But the most amusing part of the hearings came when the head of the Forest Service and one of his chief lieutenants were examined. For instance, the Chief Forester was asked how many rangers he had in the 11,000,000-acre Chugach Reserve; Mr. Graves replied that he thought he had four. When asked where they were stationed, he did not know. With the assistance of Judge Wickersham, the Chief Forester finally located one at Cordova. "Then there are three others lost somewhere in the Reserve!" commented the Chairman. This series of hearings may or may not lead to the immediate construction of Alaska railroads, but it has at least shown that Alaskan matters should be administered by men in Alaska.

The engineering experts have reported; the Senate Committee has asked all the questions it could think of. Is it not about time to start laying track in the direction of Fairbanks, the biggest town in Alaska, and to open up the coal-beds? It is up to you, gentlemen of the Democratic Congress!

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# The Tariff on Trial and a Trust Hunt

By ROBERT D. HEINL, Leslie's Weekly Bureau, Wyatt Bldg., Washington, D. C.

## NO HELP FROM THE NEW TARIFF

An expert statistician has figured out that under the new tariff law you would have to eat 64 loaves of bread to save 9 cents—always provided that the "ultimate consumer" gets the full and entire benefit of the reduction on wheat and flour, written into the law; and that the elevator man, the miller, the jobber, the middleman and the baker do not nibble each their little trifle out of these precious nine cents. Likewise, it has been computed that if the average American family will eat buckwheat pancakes for breakfast every morning for an entire winter, the direct saving through the reduction of duties on buckwheat—again provided no one else gets any of it—will amount to something like 24 cents.

Of course, if they are careless enough to prefer rice, there will be no saving, for rice is a Southern product, and the Southern Democrats who dictated the making of the tariff bill saw to it that rice did not go on the free list, as did wheat, rye, and buckwheat and other Northern farm products.

So far as the direct reduction of the high cost of living through the tariff reductions is concerned, the average consumer will never know that the new law has been passed.

If the Wilson-Simmons-Underwood tariff law cuts down the high cost of living it will not be because of the reductions which it has made on specific schedules. Most of those will work out the way the freelisting of hides and the reduction of the duties on shoes did in the Payne-Aldrich bill; for shoes are costlier now than they were four years ago.

Even President Wilson seems to have had little real faith in the efficacy of mere tariff reductions as reducers of prices. For when the tariff bill was under discussion, he frankly told those with whom he advised that there was but one reduction in the measure which he believed the consumer would feel of its own weight. That was the free listing of sugar—although the bills puts its date off for three years. As to all of the other items, he admitted to his friends, it would be only through adjustments extending over long periods, that the consumer would get the real benefit of lower prices.

Five days after President Wilson had signed the Underwood-Wilson bill, he called a conference of Messrs. Underwood and Simmons to tear the first official hole in the new structure of which they had been so proud. The clause providing for a five per cent. discrimination in duties in favor of American goods carried in American vessels, had been found a peril to our international relations, and the President who had refused to listen to advance warning on this score, ordered that a measure be introduced at once in the House of Representatives to repeal the ill-fated clause. How long will the rest of the bill last?

## MR. WILSON'S TRUST BUSTING PLANS

There has been an ominous silence during the special session regarding the new administration's anti-trust policy.

Those close to the throne say that it is merely a calm before the storm. I understand from a high source of information that a large part of the next regular session will be devoted to another vicious attack on the so-called "money trust." If the tariff and currency bills cause a slump in business, as has been freely predicted, it is understood that the majority will lay the trouble to the antagonism of Wall Street. In any case there is to be a dramatic fight staged in Congress next session against the trusts and the money interests in general. There is a difference of opinion as to exactly how much legislation may result from the debate, but one thing is certain, an immense amount of campaign literature will be manufactured. There will be hundreds of spectacular speeches delivered for home consumption. Before the first of the year President Wilson will announce his trust policy and this, it is understood, will be along the lines of legislation he advocated in New Jersey. It has become known that the White House favors quick relief for Alaska and that too will open the way for another bitter fight by the conservationists and those opposed to them. Congress will adjourn early particularly on account of the Representatives each of whom must fight for re-election. It is said that the entire program will be carried through and finished by the middle of June.

# Preserving the Navy's Historic Flags

(Continued from page 417.)

greatest work in embroidery was done on one of the State flags of Massachusetts. It was made of thin silk but she succeeded in embroidering a coat-of-arms and other devices on each side of the thin flag without increasing the thickness of the flag to a point that would interfere with its draping gracefully on the staff. Her embroidered portraits are especially beautiful.

Perry's famous battle-flag was among the first completed. It was badly moth-eaten, being in tatters. This was the flag hoisted at the masthead of the flagship *Lawrence* as a signal for action by Commodore Oliver Hazard Perry on Lake Erie, September 10, 1813. The flag is blue and bears the words in white letters: "Don't Give Up The Ship"—the last words of Captain James Lawrence after whom the flagship was named and who had been mortally wounded in the action between the *Chesapeake* and the *Shannon*. When Perry shifted from the *Lawrence* to the *Niagara* during the engagement, he carried the flag with him and hoisted it upon the latter vessel.

Another notable flag which was fast falling into decay was the one carried by Commodore Matthew C. Perry while negotiating his treaty in 1853 with Japan to open the ports of that country to the world. It has the distinction of being the first American flag ever taken to Japan.

A Korean generalissimo captured June 11, 1871, by Captain McLane Tilton and Corporal Brown of the Marine Corps of the *Colorado* and Private Purvis, Marine Corps of the *Alaska*, was another of the large flags requiring a great amount of work. The capture of this trophy occurred when Admiral John Rodgers with a fleet of five ships went to Korea to accompany the United States Minister to China on his

mission to make a treaty with the Koreans for the protection of shipwrecked sailors. A conflict with the Koreans ensued and a number of guns and flags were captured. A number of embroidered black silk flags are among the collection of Korean flags taken on the same occasion. Three of these are heavily embroidered in unique designs.

A Mexican flag captured at Mazatlan, Mexico, during the Mexican War shows a heavily embroidered eagle with a silver snake in its mouth. This is one of the hand-somest of the collection. Perhaps one of the most interesting emblems is the Chinese artillery flag captured by Joseph Mitchell, a gunner's mate, from the barricade of the Boxers. It was taken during the siege of the Legations at Peking in 1900. There is a large number of Colonial flags, a French ensign captured from the *Insurgente* by the men of the *Constellation* on February 9, 1779, at Port Nevis, W. I.; Farragut's flag; the pennant of the *Chippeway*; the flags from the battleship *Maine*, and a number of Spanish flags captured during the Spanish-American War; also a Chinese pirate flag captured from a pirate battery on the Island of Tylo near Hong Kong in 1854, and several Algerian flags taken off Cape Palos in the Mediterranean Sea by a fleet under Commodore Stephen Decatur.

## Books Worth While

SALT WATER BALLADS, by John Masefield (The Macmillan Co., New York, \$1.00 net). Another group of this author's breezy open air poems that bring the breath of the sea with them.

SONS AND LOVERS, by D. H. Lawrence (Mitchell Kennerley, New York, \$1.35 net). A sincere portrayal of family life of two generations, with the sorrows, tribulations, joys and triumphs that enter most lives.

THE WOMAN THOU GAVEST ME, by Hall Caine (J. B. Lippincott Co., Philadelphia, \$1.35 net). A strong argument against the money-for-title marriages. It teaches a great moral lesson in a simple, sad but truthful story.



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## Jasper's Hints to Money-Makers



PROMINENT FIGURES IN THE WORLD OF FINANCE

Part of the executive council of the American Bankers' Association, which recently held a notable convention at Boston, Mass., with over 2000 bankers in attendance. One of the features of the convention was a general disapproval of the pending banking and currency bill in its present form. The council is the business and governing body of the association, and its conferences and decisions are regarded as of utmost importance by the bankers of the nation. 1: W. G. Fitzwillson, Assistant Secretary American Bankers' Association. 2: Col. Fred E. Farnsworth, General Secretary American Bankers' Association. 3: Arthur Reynolds, President American Bankers' Association. 4: Nelson N. Lampert, Vice President Fort Dearborn National Bank, Chicago. 5: Sol Wexler, Vice President Whitney Central National Bank, New Orleans. 6: J. K. Otley, Vice President 4th National Bank, Atlanta. 7: William Livingston, Ex-President American Bankers' Association, President Dime Savings Bank, Detroit, Mich. 8: J. F. Sartori, President Security Savings Bank, Los Angeles, and New President Savings Bank Section, A. B. A. 9: Stoddard Jess, Vice President First National Bank, Los Angeles, Cal. 10: C. A. Pugsley (Ex-Congressman), President Westchester County National Bank, Peekskill, N. Y. 11: McClane Tilton, President First National Bank, Fell City, Ala. 12: William A. Law, First Vice-President American Bankers' Assn. 13: J. R. Downing, Vice-President Georgetown National Bank, Georgetown, Ky. 14: R. B. Crane, Vice-President National Bank of Commerce, Toledo. 15: Charles A. Hirsch, President Fifth-Third National Bank, Cincinnati. 16: N. E. Franklin, President First National Bank, Deadwood, S. D.

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I LIKE to keep in touch with my readers. I have been doing so for so many years that I feel as if I knew them all. I like to know them. I like to be helpful, and it is always a pleasure to have a line from one of them telling me that I have been so.

This is not of infrequent occurrence. Occasionally they ask for something that I cannot do, as for instance when a young woman out West asked if I would not send a contribution to help her church. There is no impropriety in asking a stranger for assistance, of course, but she probably did not realize that churches should be self-supporting and that those in their immediate community ought to be responsible for their care and maintenance, otherwise the reason for their existence might be questioned.

Not infrequently I receive letters from those who believe that they have good propositions and desire to secure capital to develop them. One friend, in the South, writes that he has a splendid plan to utilize cheap molasses in the production of a salable commodity, but that he cannot get any one in the neighborhood to put in a little capital—and not much is required—without guarantees of 100 per cent. profit. He thinks Wall Street should provide the money.

Men with investment funds in our great cities keep their capital employed, but they are conservative. If a small industrial proposition cannot command, from those who live in its vicinity, a little capital, investors in far-away cities will hesitate very much before taking the matter up.

Successful capitalists like successful business men have accumulated their money because of their cautious, conservative and careful methods. Without such methods no one can hope to succeed. One of the reasons for the dullness in Wall Street is because both investors and speculators have been impressed with the necessity of caution at this time of general unrest.

A change in an administration when it involves a change in the policy, economic or fiscal, of the country, always retards business. I have never known it to fail. Business men know this and so do bankers and capitalists.

They look at certain gripping facts that the superficial investor may pass by, for instance, the shrinkage during the past year in railroad earnings; the increase in commercial failures; the decrease in building operations; the decrease in bank exchanges and matters of that kind.

To the banker these have their significance. They indicate that the wheels of prosperity are not humming as briskly as they should. Until these adverse conditions moderate, you can hardly look for an upward movement in Wall Street.

The Tariff Bill has been passed and we have all accepted it for a fair trial. The new Banking bill can be perfected so as to make it most acceptable and desirable. With these two achievements, the new administration should be content for the present. If it persists in entering upon another drastic policy of trust-busting, for the next two or three years we shall have to face an entirely different situation so far as business is concerned.

I hope the President and his advisors will not move too rapidly. The country needs rest, business needs repose. It is a question that interests bankers and capitalists no more than it does the humblest shopkeeper or working man. Don't let any one fool us with the idea that we are not all participants in the prosperity of the country and that we do not all suffer in time of depression.

Until conditions materially change, my advice is not to buy securities for speculation, but to seek out the good, well-established investment stocks and bonds and be satisfied with safe and sure things.

C. Chattanooga, Tenn.: Amalgamated Copper pays 1 1/4 per cent. quarterly. The last dividend was paid August 25th. It is one of the best of the copper propositions and but for the signs of the slackening in business, would look like a purchase at present price.

L. and M., Springfield, Ill.: The Canadian Northern Railway Company is a consolidation of the Winnipeg Great Northern Railway, the Lake Manitoba Railway and Canal Co. and other companies. It has over 4,000 miles of road owned and leased

(Continued on page 431.)

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### Jasper's Hints to Money-makers

(Continued from page 430.)

and a very valuable land grant subsidy from the Canadian Government which guarantees the debenture bonds and the first mortgage 3 per cent. debenture stock. It reports a handsome surplus. It is said that there is some abatement in the boom in Canada. The effects of this remain to be seen. I would not be in a hurry to buy even meritorious stocks.

S., Chicago: As the concern is in the hands of a receiver, you can only wait the outcome of the receivership. State laws do not protect bondholders. They must protect themselves.

W., Marshall, Texas: Texas & Pacific around 12 would look attractive under ordinary conditions, but the railroads are now being so harassed by drastic legislation that it is all they can do to live.

Antidote, Charlestown, S. C.: Rock Island, Southern Railway and American Ice are in the speculative class. The decline in Rock Island has made some apprehensive of a reorganization. On its earnings, this year, American Ice is the cheapest. I would not sell at a loss.

S., Meriden, Conn.: 1. The realty company has no connection with Wall Street and I am unable to get a satisfactory report. The Drug Syndicate Stock is a fair speculation. 2. The M. K. & T. first 4's sell about 90 and the refunding 4's about 70. The former are a prior lien and sell higher.

L., Syracuse: Southern Pacific, St. Paul, Atchison, and the Standard Oil subsidiaries, including Standard Oil of New Jersey, Vacuum Oil, Standard Oil of California and Prairie Oil and Gas all look attractive for one who can pay for them and hold them. After such a period of low prices, the market is entitled to a rise.

M., Walden, N. Y.: 1. American Can. is doing a large and growing business. It has a splendid management. The preferred is far more attractive than the common. 2. It seems inevitable that the effect of the new tariff will be to decrease the earnings of our steel companies. Unless they can reduce wages, dividends cannot be maintained.

Pittsburg, Pa.: Texas Company paying 7 per cent. and earning, according to its last report, a great deal more, looks like a good speculative buy if it drops toward par again. Third Avenue has an excellent opportunity for improvement under its present management which is showing increased earnings and a better outlook.

B., Daguerre, Pa.: If the Colonial Motion Picture Corporation can earn 45 per cent., no one need be solicited to buy its stock. Let no one be deluded by circulars of invitation that seem to limit the number of subscribers. There is plenty of stock to go around in all new enterprises. I am surprised that the officers permit such literature to go out.

K., Charlestown, W. Va.: The earnings of the insurance business are by no means as large as the prospectuses of the new companies would indicate. The stock of the well established companies can be bought and from the investment standpoint is more attractive than the shares of companies

which still must prove their ability to meet competition.

O., Douglas, Ariz.: Interest rates are always higher in sections not well provided with capital. That is why the legal rate in Wyoming is so much higher than in the East. Some brokers will accept small deposits on the purchase of \$100 bonds and pay interest, or at least allow interest on bonds to the purchaser. Why not follow this method?

American Beet, N. Y.: 1. American Beet Sugar in all probability has discounted the effect of the new tariff and the doctrine of chances in speculation would, therefore, favor its purchase. If the entire market should drop off, Beet Sugar would sympathize with the movement. It would advance if the whole market advanced. 2. On its earnings, Vacuum Oil is entitled to sell considerably higher. 3. I can get no satisfactory report on the mining company.

S., Hyde Park, N. Y.: 1. I have faith that the Hartford & New Haven under President Elliott's management will recover its strength, unless the whole railroad situation becomes worse. At present prices, Southern Pacific is more attractive than New Haven. 2. The constant decline of U. S. L. & H. is inexplicable in view of the repeated statements of its profitable business. I have always spoken of it as a speculation.

A. B. C., Windber, Pa.: 1. Bear in mind that the gilt-edged securities will scarcely yield more than 5 per cent. and if you can get small 5 per cent. mortgages on satisfactory property in your vicinity, you will have your investments under your own eyes at all times, and feel a sense of security. 2. Among the \$100 bonds that I regard as safe and entitled to an advance and that give a fair return are the following: Virginia Railway, paying about 5 per cent., American Tel. & Tel. Collateral Trust Certificates 5 per cent., Liggett & Myers Deb. reg. 5 1/2 per cent., and N.Y., N.H. & Hartford Conv. Deb. reg. a little over 5 per cent.

#### SPECIAL CIRCULARS OF INFORMATION.

6% St. Paul: A public utility bond netting nearly 5 1/2 per cent. is highly recommended to their customers by P. W. Brooks & Co., 115 Broadway, New York. This bond looks attractive because the common and preferred shares ahead of it are both paying dividends. Write to Brooks & Co. for a copy of their "Circular 141 X."

Information, Jacksonville, Fla.: The \$100 Bond News is published by Beyer & Co., the \$100 Bond House, 55 Wall Street, New York. It tells how you can buy these bonds by paying \$5 down and small payments thereafter. Write to Beyer & Co. for a copy of their publication and their "Bond List L. 304."

S., Austin, Texas: A very handy Pocket Manual for investors containing statistics in reference to bonds, stocks, cotton, grain, coffee and provisions, prices, rates of dividends and so forth are published by a number of brokers. These are sent free to applicants who desire to make investments as per the announcements in their advertisements.

Saver, Burlington, Vt.: The best way to begin to save is by beginning to invest. With a few dollars down you can begin to buy \$100 bonds on a partial payment plan, your money earning interest all the while. Sheldon & Sheldon, 32 Broadway, New York, will take \$10 down and \$5 a month on bond purchases. Write to them for a copy of their "Free Booklet No. 13" explaining their plan.

Tax Free, Camden, N. J.: Bonds exempt from personal tax will undoubtedly sell higher as soon as the provisions of the income tax law are better understood. These bonds generally are high class and well worth having. Some dealers in investment securities make a specialty of bonds of this character. Write to A. B. Louch & Co., Investment Securities, 149 Broadway, New York, for their "Bond List J. 47." It is worth having.

Saving Habit, Nashville, Tenn.: A very interesting little card which shows exactly how a \$100 5 per cent. bond can be made the basis of a little fortune, has been published by E. F. Hutton & Co., Woolworth Bldg., New York. Write to the Investment Department of that firm, for one. By adding a cipher, the table will show the growth of a \$1,000 bond. Few people realize how rapidly money accumulates if kept at interest. The little card is worth studying.

Low Prices, Detroit: 1. C. C. C. & St. L. looks like a good speculation around 35. It is a Vanderbilt property and formerly sold above par and paid 4 per cent. dividends. 2. You might buy one or more shares each of Southern Pacific, St. Paul and American Sugar Com., all of which pay dividends. 3. You could do this with a small payment down on the Twenty Payment Plan. Write to Slattery & Co., Investment Securities, 40 Exchange Place, New York, for their leaflet of information.

Grocer, Buffalo, N. Y.: 1. At present prices some of the leading dividend-paying stocks are more attractive than they have been for years because of the satisfactory return to investors. You can certainly do better than the 4 per cent. your savings bank pays. 2. You can start off by buying one or more shares as you please and thus learn by a little experience. 3. Write to John Muir & Co., specialists in odd lots, 74 Broadway, New York, for their "Booklet 4 A" on Odd Lot Investments.

Standard Oil, Dover, Del.: The Standard Oil stocks are much in favor with investors who seek to diversify their investments and obtain a generous rate of income. You can make an investment in these stocks with as small an amount as \$100. A carefully compiled statement of the earnings and dividends of these companies has been published in booklet form by J. Hathaway Pope & Co., 20 Broad St., New York. Any of my readers can have a copy by writing to them for it.

Larger Income, Cincinnati: Short time notes can now be bought on a 6 per cent basis and some of these are very well secured. George H. Burr & Co., bankers No. 14 Wall Street, New York, are especially recommending 6 per cent collateral trust notes, maturing from 1915 to 1918. They will be glad to give further information to any of my readers who seek a larger income and a safe return. Write to Burr & Co. for their "Circular L." These notes look attractive to those who seek to increase their incomes.

Hopeful, Providence, R. I.: 1. The plan of diversifying your investments so as to have one good railroad bond, one industrial and one real estate bond is excellent. 2. The Chicago real estate bond to which you refer pays 6 per cent. and is in denominations of \$500 or \$1,000. These bonds are secured by improved Chicago real estate and have been recommended for many years to the clients by S. W. Straus & Co., mortgage and bond brokers, 1 Wall Street, New York. Write to them for their "Investor's Magazine" and "Circular No. 2467."

Investment, Bangor, Me.: The largest returns are undoubtedly given by the industrial stocks. Some yield 6 and 7 per cent. They are fairly well secured. It is not wise to put all your money in one basket. You might well diversify your purchases and buy one or more shares of each kind of stocks. Some brokers pay special attention to investments that give high returns. Turner, Tucker & Co., 11 Broadway, New York, do this. They have just issued their October Quarterly which fully describes the securities that they recommend and that will return from 6 to 7 per cent. Write to them for a free copy.

NEW YORK, October 23, 1913.

JASPER.

In answering advertisements please mention "Leslie's Weekly."

## You Too

### Can Learn, Efficiency

HARRINGTON EMERSON, the famous Efficiency Expert, has consented to Teach a Class of Men and Women by Mail.

This great step in Educational Progress means that the Principles of Efficiency will now be applied to INDIVIDUALS, as well as to Factories and Corporations.

Until now, EFFICIENCY has been too Technical and too Expensive to Benefit the Average Man or Woman.

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After 20 years of experience as a professional expert, receiving fees of hundreds of thousands from the shrewdest business men in the world, Mr. Emerson has completed his Lessons on Personal Efficiency, for YOU.

These Lessons are simple, practical, unique. They fit every sort of person and every sort of job. You apply them to your work, your play, your life. They are for either men or women, for anybody over 18 years of age.

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Send your name at once and get Free Booklet and life story of Emerson.  
(Line W.J. 10-3-13)



## What's the Matter?

SOMEBODY HURT. An automobile turning a corner struck a man crossing the street who had become confused and did not get out of the way. The crowd is gathering to see the ambulance carry the man away.

Every hour of the day such accidents are happening on the streets. The carelessness of others and your own hurry puts you in constant danger of accidental injury.

There are a thousand causes of accident. Not the least numerous are those at home, office, travel and recreation.

A \$3,000 accumulative accident policy, the best on the market, costs at the rate of about 4 cents a day.

You need accident insurance. You need it now.

### MORAL: Insure in The TRAVELERS



The TRAVELERS INSURANCE CO., Hartford, Conn.

Leslie's N.

Tear off

Please send me particulars regarding Accident Insurance. My name, address and date of birth are written below:



A booklet on lubrication, which contains our complete lubrication chart, covering all American and leading foreign makes, will be mailed on request.



*For correct automobile lubrication*

In buying Gargoyle Mobiloil it is safest to order a barrel, a half barrel, or a **sealed** 5-gallon or 1-gallon can. **All are branded with the Gargoyle, which is our mark of manufacture.**

VACUUM OIL CO., Rochester, U.S.A.

*BRANCHES:*

DETROIT Ford Bldg.	BOSTON 49 Federal St.	NEW YORK 29 Broadway	CHICAGO Fisher Bldg.
PHILADELPHIA 4th & Chestnut Sts.	INDIANAPOLIS Indiana Pythian Bldg.	MINNEAPOLIS Plymouth Bldg.	

*Distributing warehouses in the principal cities of the world*

**Explanation:** In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example: "A" means "Gargoyle Mobiloil A." "Arc." means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil A. The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

[illegible]

This type of road was formerly not an unusual sight in many sections of our country, but—



thanks to Good Roads agitation—it is now giving place to permanent highways such as this. On which could a ton of produce be hauled the cheaper?

## Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks and delivery wagons, motorcycles, motor boats, accessories, routes or State laws can obtain it by writing to the Motor Department, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

## KEEPING THE BALL ROLLING

THE enthusiasm over good roads is spreading throughout the country like the proverbial wildfire; States, counties, townships and villages are all entering the movement with a vim and energy that give ample evidence that the out-of-date belief that good roads served the motorist only, have been dissipated into the thin air in which such an absurd "superstition" belongs. Following the example set by the promoters of the Lincoln Highway, towns, counties and state roads have been planned, either to form a part of this transcontinental route or to serve as feeders to the net work of highways that are gradually making their course throughout the country. Meetings have been held throughout the various States through which the highway will pass, and amid fireworks, speechmaking and general jubilation, the sections of the roads that are to form a part of this great artery of commerce and pleasure have been dedicated to the Lincoln Highway. But the enthusiasm has manifested itself in more substantial form than mere ceremony. With the help of the States which will do their share toward the construction of the highway within their own boundaries, and the \$10,000,000 that has already nearly been pledged by the leading motor car manufacturers and public spirited citizens, the 4,000 miles Coast-to-Coast Highway is now an assured fact.

The interest in this highway has been so intense that the announcement made the early part of this month, of a series of articles devoted to good roads, that LESLIE's would publish during the coming year, has brought forth many complimentary remarks as to the public spirited attitude that LESLIE's has taken in this matter—an attitude that *universal* good roads are necessary to the prosperity and civilization of the country, and are of as much *practical* value to the average citizen who owns no automobile, as to the man who will wish to drive his six-cylinder touring car from Coast to Coast in two weeks. It is with pleasure, therefore, that we are able to announce as a part of this series, an article by Carl Fisher, who is known as the "Father of the Lincoln Highway." This will deal with its conception and the obstacles that have to be overcome before the highway will become possible, and will doubtless prove one of the most interesting of the series. The result of the Detroit Good Roads Congress, as published in the last issue of LESLIE's, shows that the country as a whole is becoming thoroughly alive to the vital importance of good roads. The Motor Department will preach this gospel at every opportunity, for the question is one of national importance.

## Questions of General Interest

### Motorcycle "Sand Plugging"

L. T. B., Kansas: "Probably every motorcyclist realizes that sand is about the most treacherous surface over which he can travel. I have recently heard of some method whereby a transcontinental tourist negotiated deep sand roads successfully by letting a portion of the air out of his tires. Do you recommend this practise, and how does it assist the rider?"

### Tarnish Preventive

B. L. E., Va.: "What is the best way to prevent the polished metal parts of my car from becoming tarnished when the machine is out of commission?"

It is said that if the removable polished parts, such as lamps, clocks, speedometer and the like, are taken from the car and wrapped up in a substantial package, in which a piece of gummed camphor has been placed, the surfaces will be kept as brilliant as though they had been but recently polished.

### How the "Cyclecar" Obtained Its Name

J. K. L., Ohio: "Will you kindly tell me the origination of the name 'cyclecar'? Some seem to think it is because the machine is provided with bicycle wheels."

The cyclear originated in England, where its use was made necessary by the high government tax placed on large automobiles. Motor cars in that country are taxed from about \$11.00 up to nearly \$200.00, depending upon the horse power and weight of the machine. Motorcycles, however, regardless of their horse power—provided their

(Continued on page 433)

(Continued on page 433)

## Autoists

## Don't Cuss If Your Car Starts Hard in Cold Weather

Our circular shows you a sure, cheap and safe cure for your starting troubles. It costs but little, weighs only four pounds, can be attached to any auto, does not get out of order, and makes an engine start instantly, even in the coldest weather. Worth looking into, isn't it? It's new and not like the others. We fully guarantee it. Write today for Circular.

**Keep this address for cold weather**

**THE BROWN-MADDOCK CO.**  
**West Newbury, Mass.**

## Leslie's Free Touring Service

As a supplement to the Good Roads Campaign that LESLIE'S is making, the Motor Department offers to inform any interested reader of the best touring routes and condition of the various roads throughout the country. Fill out the proper spaces in the coupon that appears on **page 411** of this issue. This is a service that was inaugurated by LESLIE'S several years ago and thousands of our readers have taken advantage of the free information thus offered.



**SANTIAGO GEMS C. O. D.** By Express or Insured Parcel Post. They look and wear and none but an expert can tell them from the **GENUINE DIAMONDS**. They are not imitations of diamonds but a genuine stone, cut and faceted by skilled diamond cutters exactly like a diamond, stand filing, fire and acid tests. They are made of synthetic, paste or bakelite. It sparkles just like a diamond and on account of the heat backing. It is guaranteed to last forever. To advertise these Santiago Gems we will for a short time send you one of the above Solid Gold Rings C. O. D. \$5.00 for the Ladies with \$4.00 carat or more of the above Santiago Gems by Express or Insured Parcel Post. If you have any test you desire and if you find it is not all we claim return it at our expense. Send your exact size and order at once as this Special Offer is for a short time only.



**In answering advertisements please mention "Leslie's Weekly."**



# In the World of Womankind

Written for Leslie's by KATE UPSON CLARK

**EDITOR'S NOTE**—This department will be devoted to the use and the profit, and especially to the pleasure, of girls,—all kinds of girls, rich and poor, plain and pretty, gay and grave, wise and otherwise,—and they are invited to read it, contribute to it and comment upon it, approving or disapproving as they see fit. Their letters will always be carefully read and considered. They can reach Mrs. Clark quickly by addressing her care of Women's Department, Leslie's Weekly, 225 Fifth Avenue, New York City.

## CHOOSE CAREFULLY

It has fallen to the lot of some of us to travel much, and to be entertained in many homes, where many intimate confidences have been poured into our ears. Some of the saddest of these have pertained to the matter of mistaken marriages.

It is customary among writers, both ancient and modern, to assume that upon the mother rests the whole responsibility for the bringing up of her children. "Give us good mothers and we shall have a good world," writes one, and "It is the mother's religion that molds the household."

Girls, it is perhaps an unkind thing to try to destroy a deep-rooted belief, such as this seems to be, but take my word for it, it is not true that the mother alone can perform these enormous feats. An equal responsibility rests upon the fathers, and it is largely because our men have comfortably decided,—and no wonder, since most of what has been said has pointed that way,—that they were relieved from such responsibility, that the world is so bad as it is today.

The Bible recognizes this duty of fathers in many places. "The fathers have eaten sour grapes and the children's teeth are set on edge." Observe that it was not the mothers that ate those sour grapes. The book of Proverbs is full of directions concerning the discipline of children, but they are given to the fathers. In Ephesians, it is the fathers that are bidden to bring up their children in the nurture and admonition of the Lord. It is the iniquity of the fathers which is visited upon the children, and it is the fathers who are often alluded to as "pitiful" their children, and as "full of mercies." Fatherhood is, indeed, made so much of in the Jewish Scriptures, that we need not be surprised that the best fathers are today probably to be found among the Hebrews.

Every girl, if she is a wholesomely human and normal girl, desires a home and husband and children of her own; and she ought to realize that the character of that home and of those children depends to an alarming extent upon the character of that husband. Even in the midst of the ecstasy of the wildest love-affair, she must not lose sight of this solemn truth. Among those "intimate confidences" poured out by unhappy women, probably most of us who have heard them would testify that the most poignant have centered about the homes ruined by bad husbands.

Said one, "I was crazy to be married and have a grand wedding, such as my sister had. My lover was handsome and seemed to be madly in love with me. People warned me that he had been 'wild,' but I

was sure that I could 'keep him straight,' as so many girls have been sure in similar circumstances. But he has broken my heart, and his influence over my children has in some cases been stronger than mine, and my two boys are little comfort to me." And so on. The weary, dreary story is like ten thousand others. Possibly the re-telling of such a well-worn tale may not help a single girl who reads these lines; but those of us who have seen the awful anguish caused by hasty marriages cannot refrain from trying to save our young sisters from it.

Don't be in a hurry. It is a good deal better not to marry at all than to marry the wrong one. Remember that you not only want a good husband, but you want one who will be a good father. You may turn out to be the best mother that ever lived, but a good father, tradition to the contrary notwithstanding, is almost, if not quite as important for the welfare and virtue of your family, as is the mother.

## Inquiries Answered

LEARN THE BEST WAYS

Dear Mrs. Clark, I agree with you that the father should know what is best for his children as well as the mother. And I am surprised that both fathers and mothers are so often satisfied to do as their parents did, instead of studying to see if new and better ways have not been found since those old days. I have a little boy twenty-two months old, and every one that knows our family will testify that he is the best child, and has the best-formed habits among all the children they know. But I have not made him so by inquiring how people did thirty or forty years ago. I have read and studied all the modern literature on the care of infants, that I could find, and I have tried to follow the very best ways prescribed by the best authorities. We hear on all sides of the long time and hard study which people spend in mastering the work which they expect to do for money, but how little time is spent by girls in studying what Dr. Cole of Wheaton College has called "the business of being a woman." All girls, whether they ever marry or not, should understand how to keep house and how to care for a baby. They usually have to help their sisters and friends, even if they do not have homes and children of their own; but statistics show that about four-fifths of our women do marry and have families, if I am rightly informed.

Mrs. W. J. H.

The thanks of us all are due to Mrs. W. J. H. for her good advice. All that she says is true. We are sorry not to print every word, but our space is not unlimited, though we have tried to preserve the spirit and every point of your letter, emphasizing the strongest. Any new ideas which Mrs. W. J. H. or others have "tried out" and found good, in the care of their children or in any department of their housekeeping, we shall be glad to print.

## HOUSEWIVES' HOURS

Dear Mrs. Clark: I read in a paper that a wife ought to refuse to work any more hours than her husband does. If he works eight hours, she ought to work only eight hours, no matter what was left undone. The writer said that "woman's work is never done" had become a proverb, and that women were working themselves to death, while men had at least half their time free. I am about to be married and am thinking deeply about all these matters. There seems to me to be a fallacy in that writer's argument, but I cannot make it quite clear to myself. Please tell me what you think.

ENGAGED.

One beauty of the housewife's work is that it is done at home and in private. She should certainly take some time "off" every day. By careful management she can usually do so. Her work is so different from her husband's that they cannot be measured by the same standards. We should like to hear from our correspondents, on this subject.

# Motorist' Column

(Continued from page 432)

weight does not exceed 650 pounds—are taxed only slightly over \$5.00. Therefore, to reduce taxation, a light, four wheeled car was built, the weight of which was not more than 600 pounds, and this fell within the low tax class. The term Cyclecar was the logical one to apply to a vehicle of this nature and serving this purpose and the name has been extended to the light vehicles that are now being produced in this country.

## Curing a Slipping Clutch

B. O. P., Neb. "What is the best preparation to use on my cone clutch to prevent it from slipping?"

The application of rosin has sometimes been recommended to absorb the excessive oil on a cone clutch and to make its engagement more positive. Fuller's earth, however, accomplishes the same purpose to better advantage, but recently it has been found that glycerine does the work nearly as well and is more easily applied, inasmuch as it can be poured out of a bottle without making it necessary to dissect the clutch entirely. If the amount of glycerine that is applied makes the clutch too "fierce," a little graphite will remedy matters.

## Keeping Sight Feed Glasses Clean

H. N. B., N. Y. "Dirt and grease accumulate so frequently on the sight feed glasses of my oiler, that it is difficult for me to determine how much oil the various parts of the motor are receiving. Is there no method by which these can be kept clean?"

If you will remove each glass and clean it thoroughly so that it is absolutely transparent and then dip the tube in melted

paraffin wax, you will find that a much longer period will elapse before dirt and grease will accumulate on either the outside or inside of the glass.

## Transcontinental Side Car Trip

S. C. E., Ohio:—"I understand that a man and his wife recently completed a trip with a motor cycle and side car, from the Pacific to the Atlantic Coast. Can you tell me the time that was required for this trip and the total distance covered?"

The transcontinental trip in question was more in the nature of a pleasure jaunt and therefore the travelers did not endeavor to maintain a high rate of speed. Detours to interesting scenic and historic spots were taken and friends and relatives were visited on the route. Notwithstanding these deviations from the course, however, the 5,600 miles of the trip were covered in five weeks and at an average of 160 miles for each day traveled.

## The New York Motor Car Show

E. M. H., Pa.:—"Are there to be two motor car shows in New York this coming Winter, and if so, what are the dates of these shows?"

For several years it has been the custom in New York to hold two motor car shows at the same time, both displaying the products of American manufacture. This year the two shows will be condensed into the one to be held in the Grand Central Palace between January 3rd and January 10th. This show is in addition to that held by the Importers' Association at the Hotel Astor, at which only foreign cars are displayed. This exhibition will continue from January 2nd to January 10th.

# Pabst Extract American Girl Calendar FOR 1914

To say that the original of this new Pabst Calendar is the work of C. Allan Gilbert is to make everybody want one, for the "Gilbert Girls" are known far and wide as the highest type of modern art. The figures are beautiful, attractive, winsome—the colorings artfully and harmoniously blended. To fully appreciate this beautiful work of art, you must see the calendar itself.

As usual, the calendar is absolutely free from advertising on the front, even the months being printed on the back.

## The Calendar is Free

All you have to do to obtain one is to send us 10c in stamps or silver (coin preferred) to cover cost of packing and mailing. The demand for these beautiful calendars grows greater each year, so send for yours at once to avoid disappointment.

The illustration herewith gives but a faint idea of the beauty of this handsome calendar. Picture in your mind's eye, the real calendar in panel form, seven inches wide and thirty-six inches long, printed in 12 harmoniously blended colors. The shape lends itself to the decoration of those odd places so hard to fill; and the color scheme is sure to harmonize with the furnishings of any room. Framed or unframed, it will prove an ornament to your home.



Pabst Extract American Girl Calendar is now ready for mailing. Send ten cents in stamps or coin (coin preferred) and a copy will be promptly forwarded to you postpaid. Send request early to avoid disappointment.

PABST EXTRACT CO. Dept. 5 MILWAUKEE, WIS.



In past years the Pabst Extract American Girl Calendar has won the enthusiastic approval of lovers of things beautiful and the 1914 "American Girl" is sure to receive equally as hearty a reception because of its true artistic merit. We have one all ready to send you, merely awaiting your order. And in sending you this calendar we hope it will prove more than an ornament to your home. We want it to remind you, and others, that

## Pabst Extract The BEST Tonic

"brings the roses to your cheeks"—that is a natural tonic which enriches the blood, rebuilds the wasted tissues of the body, steadies the nerves and tones the entire system. Being a perfect blending of choicest malt and hops, it is nature's own builder and reinvigorator—a splendid tonic, recommended by leading physicians for nursing mothers, convalescents, anaemics, all who are run down from any cause, and as a revitalizer for the aged.

The United States Government specifically classifies Pabst Extract as an article of medicine—not an alcoholic beverage.

Order a Dozen from Your Druggist Insist Upon It Being "Pabst"



# YOU NEED IT

You need it because it tells of the world's advance in a fascinating way all its own—because you cannot keep fully informed without it—because, as Jack London said, there is "Nothing like it," and because, as Luther Burbank said, "It is really indispensable." It tells of things you can find in



You'll like it because it is profusely illustrated—because it tells of things real, living men and women have done or are trying to do—because it tells its true stories in a simple and interesting way—because it makes real achievements, real events interesting—because it shows that the

# TECHNICAL WORLD MAGAZINE

"More Fascinating Than Fiction"

no other magazine, and yet they are things upon which the future progress of the world is to be founded. It covers fully the discoveries of science, the achievements of inventors, the feats of engineers and explorers, and the opening of every new field of human endeavor.



greatest romance in the world is the story of man's ceaseless fight to conquer and use the myriad forces of nature—because it is clean and clear and always far more interesting than the average run of fiction, because it is wonderfully illustrated.

Just Get a Copy and See

By Mail Direct A Dollar-Fifty Per Year

58th St. and Drexel Ave., Chicago

# YOU'LL LIKE IT

In answering advertisements please mention "Leslie's Weekly."



# Thousands Live Well on Eight Cents a Meal

Written for Leslie's by HENRY ISHAM HAZELTON

THE contractors who feed the immigrants on Ellis Island in New York harbor run the largest restaurant in the world. Eight cents a meal is the regular price there, eight cents for breakfast, eight for luncheon, eight for dinner, American plan. The detained immigrants are entitled to three meals a day, and forty nationalities pass through the portals of the land over which Miss Liberty stands in her green gown smiling down on all alike. One week last summer brought 30,000 immigrants to the island—Dutch, Slav, Croatian, Pole, Magyar, Greek, Russian, Italian—all with a liking for different cooking. It was the biggest reception of new comers Miss Liberty has had in any week since 1907. Each one is taken into account in the enormous kitchens where more meals are prepared in a day than anywhere else in the country. There are old men and women, babes and children of different ages and different conditions of health, and Uncle Sam and Miss Liberty are so mindful of them all as to require food that will meet the requirements of each one. No hotel in New York has so large and sure a lot of patrons. A thousand at one meal is not unusual; five thousand meals a day are only an incident of the rush season. The contract calls for one million meals a year, and the price for supplying them is \$80,000. At eight cents apiece the profit for the contractors is less than a cent each—a matter of mills. Just how many depends somewhat on the prices asked by farmers—on the general supply and demand.

All the arrivals take kindly to American pies, and the demand for them has grown steadily. Many Americans in the pie belt do not know what possibilities there are in cooking pies and would envy the immigrants if they could only see Ellis Island. Thousands of poor girls living in boarding houses would envy the foreigners, too, if they should see the kitchens and the food prepared for eight cents a meal when they so often pay twenty-five and do not fare as well. The contract for the next three years calls for, 2,173,179 pies, while the same persons will require only 1,480,108 pounds of bread. The contractors bake their own bread, and think that before long they will have to bake pies. The foreigners consume more pastry than native Americans, its quality no doubt being a factor. They are generous liver, and in a year buy 428,250 cans of beef, 60,777 pounds of cervelat (summer sausage), a million and a quarter cans of sardines, almost five million sandwiches, more than three million oranges, about a million apples and enormous quantities of cider, carbonated drinks, figs and candy.

The three meals a day for twenty-four cents is charged by Uncle Sam against the steamship companies. The government stipulates that crackers and milk, special Kosher food for Hebrews, and bread shall be in unlimited supply at all meals and those who are hungry, very hungry, can be helped again and again. Its scrutiny over what is served is strict and no one who should see what is done for eight cents and a profit would complain that there is anything wrong with the cost of living. The im-

migrant spends his own money for extras that are not on the contract bill of fare. He can also on departing buy a dollar luncheon package which contains enough food to last one person four days, or until he is beyond Chicago. Twelve hundred immigrants went West in one day after buying them, and five hundred others took fifty-cent packages of food, known as



Samples of the food supplied to immigrants on Ellis Island, New York, for the sum of 8c a meal. The photograph shows soup, meat, bread, fruit and pie.



Immigrants about to depart for the West, lining up to purchase packages of food at the Ellis Island, New York, immigration station. The price of these packages is 50c and \$1. The \$1 packages hold bread, canned roast beef, cervelat, crackers, cheese, sardines, sandwiches, preserves and fruit.

"short riders" to last them for at least one day. The dollar packages hold bread, canned roast beef, cervelat, crackers, cheese, sardines, sandwiches, preserves and fruit.

None of the contractors who bid in June counted on the eight hour law, and Secretary William B. Wilson of the Department of Labor said nothing about it. When the omission was discovered the bids were all rejected. In the new bidding Hudgins and Dumas, who had had the contract for six years, were the lowest and began operations under its provisions August 1. They are obliged to employ 125 persons, about a third more than formerly, because of the eight hour provision. Thus the margin of profit is smaller than it has ever been before in the island restaurant.

There is a new bill of fare for each meal every day. Only the government requires certain things on certain days and other things at all times. The designation is made by the commissioner of immigration. For instance on Tuesday there is fried ham and

(coffee on request). For Sunday there is for breakfast codfish cakes, stewed fruit, coffee, (tea on request); for dinner oxtail soup, roast beef, potatoes, lima beans; supper, pork and beans, tea (coffee on request) crullers. Bread and butter, "Milk and crackers (per contract)" with "Special Kosher food for Hebrews" are printed with each meal. The contract specifies "baked," instead of roast meats and the word appears also in the bill of fare.

Mr. Hudgins was a newspaper man on the New York Herald when the war with Spain broke out. He was sent to the Caribbean on the yacht *Golden Rod*. When Hobson sank the *Merrimac* at Santiago, and the whole world was anxious to know the success of his undertaking in blocking the harbor entrance as well as his fate, Hudgins, without telling any one, took a single sailor in a motor boat at night, and putting out all lights, made for the Cuban coast six miles east of Morro Castle. The boat followed the shore until it was under the guns

of the fort. Hudgins knew that discovery meant death. He went on into the bottle, and saw that the channel was not blocked by the *Merrimac*, and that Cervera's ships had plenty of water to come out. He headed straight to sea, and was discovered before he had gone a mile both by the searchlights of the fort and the flagship New York. A small American flag at the taffrail of the motor boat saved it from the fire of the American guns. Hudgins also got Hobson's own story of his feat. He became interested in the embalmed beef scandal in Cuba, and brought out and mailed a copy of Roosevelt's round robin complaining of the food. He studied the commissary arrangements of the army and wrote a great deal about them. His articles attracted much attention. In 1900 the *Herald* assigned him to investigate the abuses on Ellis Island. He found that the abuses were real and were the result of years of carelessness. He saw how things could be straightened out in short order, if he could have his way. Then an idea came to him of how he could combine good for the immigrant and help Hudgins. Charles J. Dumas was on the *Herald* and had a little money. They bid for the contract and got it.

Hudgins perfected his system. It was first of all to eliminate waste. Then to buy from the producers and to pay cash. Nothing is wasted in his establishment and the amount of garbage destroyed in the Ellis Island crematory is small. He figured that cash was the great secret of economy the world over, and that the man who did not have it paid heavy interest charges on every thing he used. He and his partner did not have much real capital, except in energy. They gained friends, one of them being Colonel Roosevelt, and they found ready backers. They were thus able to buy meats direct from the packers, and flour from the Western millers. They got vegetables from the growers and found no difficulty in getting reasonable prices, and an adequate supply. Their pies they buy from a baker who has enough to do keep to them supplied.

Their tables are dainty and the windows of the dining room afford divers delightful views of the moving panorama of the harbor. No pleasanter outlook for a place in which to eat exists. The attendants draw a new table cloth of white paper across the long tables from a reel at the end, when a new lot of diners take their seats, and in a twinkling the soiled paper used before disappears in a basket. A basket full of dishes and enameled ware comes along and each one is helped to what he needs, with noise and clatter. Then the savory eatables are brought. At one table real cloths are laid for first or second class passengers who have been detained. It is like the table of any restaurant. Another table much apart from the rest is used for persons brought home on a federal warrant under arrest. They fare like those of the class in which they had passage. In six years Hudgins and Dumas have served 20,000,000 meals. Multiply this by eight cents and you have \$1,600,000 which is not a bad showing by any means.

game in the audience. The owner of the Inn and party of the second part to the bet, arrives with the seventh key to Baldpate, and unlocks part of the mystery at the expense of the audience. He discloses that all the fearful happenings were planned to spoil the author's job.

The last scene, however, gives the clue to the whole plot of this ingenious performance. The owner of the Inn, in accordance with the arrangement with the author, calls up at the expiration of the 24 hours, and finds that he has lost his bet of \$5,000 and that the book is completed, and further that he appears as one of the characters. Then the audience wakes up to the fact that the thrilling events they have witnessed constitute the book the young author writes on his wager. Whether the public likes to be fooled as this play has fooled them remains to be seen, but it looks as though it is destined for a record run. There is scarcely a better manager or director in New York City than George M. Cohan. He has given evidence of his ability in this line by the selection of his plot for the new play and the choice of the cast. The company is admirable, Gail Kane's work as the adventuress, Joseph Allen's as the hermit-ghost, and Wallace Eddinger's as the novelist, were excellent.

## "HALF AN HOUR"

J. M. Barrie's "Half an Hour" which formed part of the double bill with "The Younger Generation" is decidedly different

from the fanciful productions he has previously written. The first act and part of the second were somewhat disappointing. They portrayed the ordinary plot of a rich but brutish husband, a much abused and uncomplaining wife, and the inevitable lover, to whom she flees after a particularly cruel scene with her husband. They are about to fly to Egypt when, in calling a cab, the lover is run over and killed. That is Shaw's masterstroke in creating a new situation out of a trite theme. The woman's plight is pitiable, and the harshness of it is not lessened by the words of a doctor who has been called when the accident occurred. There is but one course and that is to return home before the husband discovers the note she has left telling of her intended flight. She goes back, dresses for dinner and enters the library just a little after the appointed dinner-hour, to find the doctor who attended her dying lover is one of her husband's guests. He proceeds to tell the story of the fatal accident. He has an appreciative audience all trying to find out who "the woman in the case" was. Through a phrase dropped

## In the Spotlight

(Continued from page 421)

by one of the guests, the husband suspects the truth. The harassed wife cleverly regains the incriminating letter from a desk drawer with the knowledge of no one but the doctor. A tense dramatic scene follows in which the husband, his suspicions allayed, retracts his accusation before the guests. The little play ends when all go to dinner, the wife on the arm of the doctor. Grace George, as the wife, gave artistic expression to the part of Lady Lillian. Irene Vanbrugh is being highly commended by the English for her work in the same part in London. It is hardly possible that it can surpass that of Grace George. H. E. Herbert as the brutal husband was strong and sincere.

## "SEVEN KEYS TO BALDPATE."

George M. Cohan has gone up one step more and reached the round of permanent fame in the ladder of success. "Seven Keys to Baldpate" is his greatest play. It teems with thrills and fun. "Mys-

tery farce" is a new and original classification for melodrama, but the "mystery" element is strong and keeps one guessing. The plot is perplexing at first—its complete solution does not come until the curtain is rung down in the last act. William Hollowell Magee was the writer of popular melodramatic novels. He was writing a book on a bet in "the loneliest spot on earth—a summer hotel in the winter"—to which he is given an alleged "only" key by its owner. The wager was to write a 10,000-word serious novel in twenty-four hours. He is just beginning to work when unsuspected happenings rob Baldpate Inn of its loneliness. Five other "only" keys admit successively a robber with murderous intent, a charming girl reporter (and it's love at first sight with the author), an adventuress with "cuss" words galore, a "grafting" mayor and his henchman an unscrupulous railroad president and a real, live, humorous "ghost." There are political intrigue and scandal, round-ups and pistol shots and thrills a-plenty that start a guessing



# Down the Yukon River

The Eighth of a Series of Photographs Covering an 8000-Mile Tour of Alaska and the Yukon

By EDGAR ALLEN FORBES

The Yukon is one of the longest rivers in the world, being navigable from its mouth (at Bering Sea) all the way up to White Horse—a distance of over 2,000 miles. In its upper reaches it is of course a small stream, navigable only for boats of light draught; about midway it passes through a region known as the Yukon Flats, where it simply spreads out all over the country, being not less than 60 miles wide in some places and correspondingly shallow. The lower river is also difficult of navigation, especially towards its mouth, where it forms a delta that gives steamboats no end of trouble. After the first two or three days, travel on the Yukon is tedious and monotonous.



**AN ARCTIC FIRE**  
Unique photograph showing the soldiers of Fort Gibbon, Tanana, putting out a blaze in the post laundry. Fort Gibbon is our northernmost military post.



**A TYPICAL SCENE ON THE YUKON**  
The paddle-wheel steamers move slowly up and down the broad river, carefully feeling their way around the sand-bars. They tie up at the bank every now and then to take on wood for fuel, and occasionally stop at trading-posts, such as this.



**"MOVIES" IN THE ARCTIC**  
Billboard of the moving-picture show at Fort Gibbon, Tanana. This form of entertainment has been an unspeakable blessing to the isolated towns of northern Alaska.



**A "CHAMBER OF COMMERCE BUILDING"**  
Photograph made in one of the Yukon mining towns, showing the Chamber of Commerce sign over the door of the saloon. The differing size of the letters in the two signs suggests the relative importance of the two institutions!



**AN INDIAN CEMETERY**  
The hilltop at Nulato showing the crosses on the Christian graves and the American flag, which is always in evidence.



**A YUKON RIVER HOTEL**  
Rooms at this hotel are cheap—50c and \$1 per night. The cost of living on the lower river is much less than that at Fairbanks and Dawson. The N. C. Company, which operates the steamers, maintains a fine system of stores, with provisions at moderate prices.



**A MILITARY TELEGRAPH POST**  
The telegraph business of Alaska is conducted by the Signal Corps of the United States Army, but commercial messages are transmitted in an efficient manner. From two to six men are stationed at these posts and there they freeze in during the winter months. They lay in supplies of cordwood for fuel and dried salmon for their dog-teams. The task of keeping the lines working is made hazardous in winter by the Arctic storms. Line repairing in a temperature of 60° to 75° below zero is no joke. This military wire may be transferred to the Post Office Department.



**A YUKON DEPARTMENT STORE**  
At long intervals up and down the river these little stores are to be found. Their location is often indicated in advance by some such sign as this: "Store 1 Mile—Other Side." Some of these pioneer merchants have a good trade with the Indians, as well as with miners and trappers who have run out of supplies. The small cabin at the right is a storehouse for meat; it is elevated about six feet above the ground to prevent the dogs from committing burglary. The Alaska dog has an amazing appetite.



**INDIAN MISSION GIRLS AT ANVIK, ABOUT 200 MILES FROM THE MOUTH OF THE YUKON**  
Most of the Indian towns on the lower river have flourishing mission stations with good schools, although the Government makes ample provision for the education of Indians and Esquimos. These girls are from the Episcopal Mission at Anvik; 47 miles farther down is an excellent Catholic mission called Holy Cross; 11 miles below that is a Russian Mission with a Greek Catholic School.

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of  
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Bread  
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